

87 01789

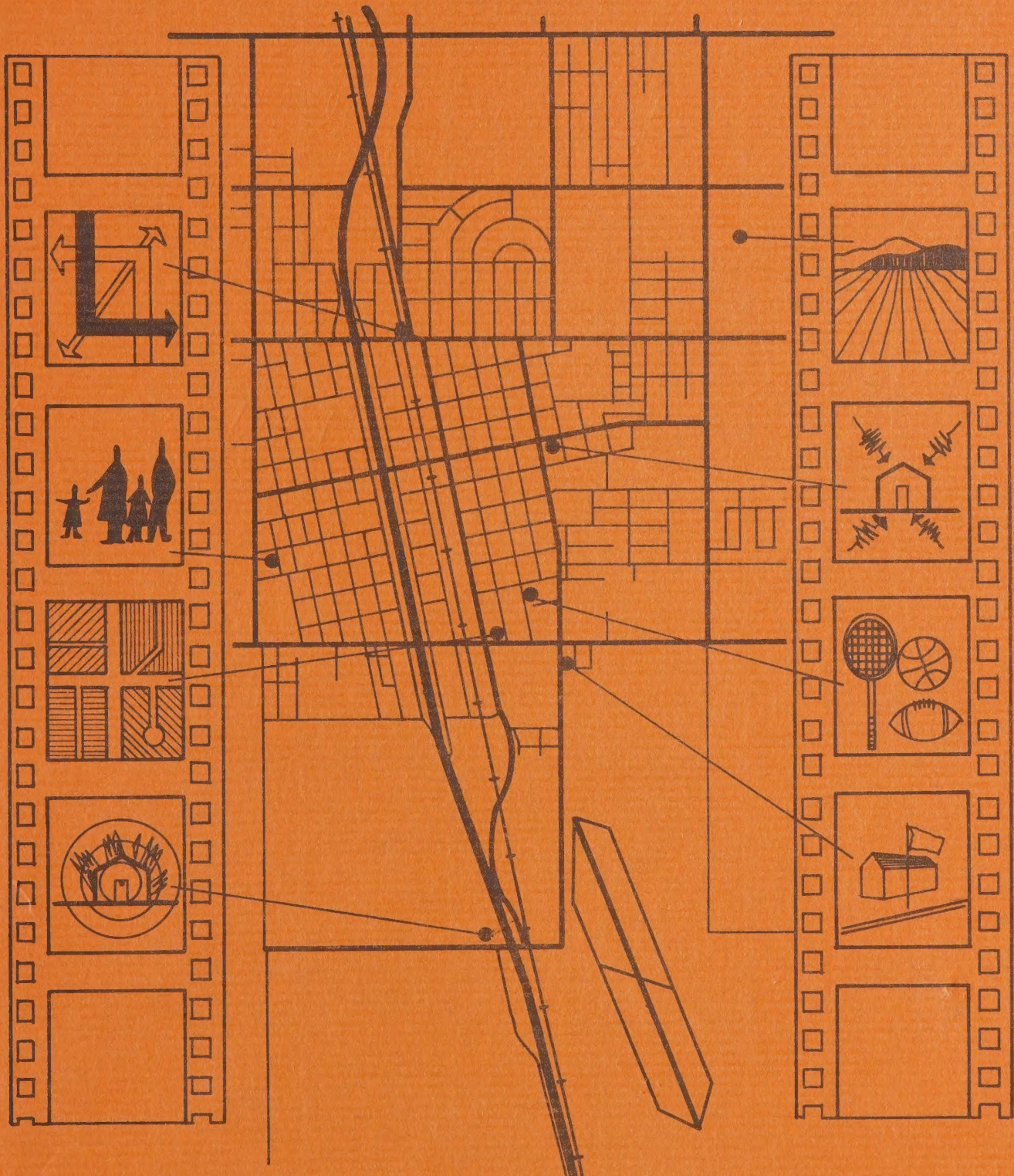
GENERAL PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

2001

JUN 01 1987

UNIVERSITY OF CALIFORNIA



CITY OF DELANO

87 01789

FINAL
GENERAL PLAN 2001
FOR

CITY OF DELANO
DELANO, CALIFORNIA

FINAL GENERAL PLAN 2001
PREPARED BY:

CITY OF DELANO PLANNING DEPARTMENT

DANIEL T. PRICE
KEN COTT

PLANNING DIRECTOR
ASSISTANT PLANNER

DRAFT GENERAL PLAN 2001
PREPARED BY:
MAX P. BACERRA
PLANNING CONSULTANT

GRAPHICS BY MAX MEDINA



ADOPTED BY
CITY COUNCIL ON
NOVEMBER 22, 1982

RESOLUTION NO. 1982-132

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DELANO APPROVING AND ADOPTING THE CITY OF DELANO GENERAL PLAN 2001; AND CONFIRMING THAT THE FINAL ENVIRONMENTAL IMPACT REPORT HAS BEEN COMPLETED AND FURTHER CONFIRMING THAT SAID FINAL ENVIRONMENTAL IMPACT REPORT CONFORMS WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, the City Council of the City of Delano recognizes the need to plan for the future growth and development of Delano; and

WHEREAS, the Planning Commission and City Council of the City of Delano has caused to be prepared a revised comprehensive general plan, including maps, diagrams, and a text entitled "CITY OF DELANO GENERAL PLAN 2001", for the physical development, social well-being and economic growth of the City of Delano and of the land inside its planning area; and

WHEREAS, during the formulation and consideration of the General Plan 2001, there has been provided the services of a Contract Planner, a Citizens Advisory Committee, the City's Planning Staff and consultation with public officials and agencies, civic, educational, professional, and other organizations, and citizens of the community regarding the development of the General Plan 2001; and

WHEREAS, a draft EIR was prepared for the City of Delano General Plan in compliance with Sections 15141, 15142, and 15143 of the California Environmental Quality Act Guidelines; and

WHEREAS, pursuant to State Administrative Code Section 15000 et seq. and more particularly Sections 15085 and 15165 of the California Environmental Quality Act Guidelines; the Lead Agency (City of Delano Planning Department) consulted with and obtained comments from public agencies and provided opportunity for public comment during a forty-five (45) day review period; and

WHEREAS, at the end of the public review period, all comments and questions were theretofore received, addressed by the Lead Agency (City of Delano Planning Department) and were included in the Final EIR submitted to the City Council; and

WHEREAS, the City of Delano General Plan 2001 has been prepared in conformance with all applicable provisions of the State of California General Plan Guidelines of 1980 and of State Planning Law; and

WHEREAS, the Planning Commission of the City of Delano, pursuant to the State Administrative Code and the State Government Code has held a public hearing in connection with the Final Environmental Impact Report and the City of Delano General Plan 2001 at 7:30 P.M., Monday, October 25, 1982, in the City Hall, at 1015 - 11th Avenue, Delano, California, notice of which was published in the Delano Record as required by law; and

WHEREAS, the Planning Commission of the City of Delano presented to the City Council its recommendation and approval of the Final Environmental Impact Report and the City of Delano General Plan 2001 dated October 25, 1982, as appears in the Planning Commission Resolution No. P.C. 82-58; and

WHEREAS, the City Council of the City of Delano, pursuant to the State Administrative Code and the State Government Code has held a public hearing in connection with the Final Environmental Impact Report and the City of Delano General Plan 2001 at 7:30 P.M., Monday, November 22, 1982, in the City Hall at 1015 - 11th

Avenue, Delano, California, notice of which was published in the Delano Record as required by law; and

WHEREAS, the public hearing was held on the 22nd day of November, 1982, for the purpose of considering the Final EIR and the City of Delano General Plan 2001 and all interested persons were given full opportunity to be heard; and

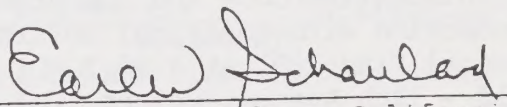
WHEREAS, at said hearing no person(s) appeared in favor of said Final EIR and the City of Delano General Plan 2001, no person(s) appeared in opposition of said Final EIR and General Plan 2001 and no written protests were received; and

WHEREAS, the City Council of the City of Delano has considered and reviewed the City of Delano General Plan 2001 including all supporting maps, diagrams, charts, and descriptive material referred to therein and made a part thereof and has considered and reviewed the Final EIR as part thereof.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council does hereby approve and certify that the Final and Draft Environmental Impact Report along with any necessary changes and corrections, has been completed in compliance with CEQA.
2. The City Council does hereby approve and adopt the City of Delano General Plan 2001 in the form hereto attached.
3. That the Mayor of the City of Delano be and hereby is authorized and directed to endorse a record of this action upon the City of Delano General Plan 2001 and the City of Delano Final Environmental Impact Report and any other related materials.
4. That the City Clerk endorse and file a copy of the Final Environmental Impact Report and General Plan 2001 in the form hereto attached, together with a Certified Copy of this resolution.

ADOPTED, SIGNED AND APPROVED this 22nd day of November 1982.

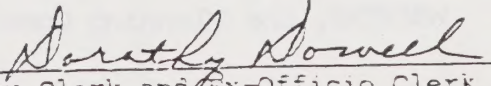

Mayor, City of Delano; California

I HEREBY CERTIFY that the foregoing resolution was duly passed and adopted by the City Council of the City of Delano on the 22nd of November 1982, by the following vote:

Ayes: Councilmen Herrera, Hofman, Kinsey and Mayor Schauland

Noes: None

Absent: Councilman Velasco


City Clerk and Ex-Officio Clerk of the
City Council, City of Delano, California iii

RESOLUTION NO. P.C. 82-58

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DELANO
RECOMMENDING APPROVAL OF THE ADOPTION OF THE FINAL ENVIRONMENTAL
IMPACT REPORT AND THE CITY OF DELANO GENERAL PLAN 2001

WHEREAS, the Planning Commission of the City of Delano, recognizes the need to plan for the future growth and development of Delano; and

WHEREAS, the Planning Commission of the City of Delano has caused to be prepared a revised comprehensive general plan, including maps, diagrams, and a text entitled "CITY OF DELANO GENERAL PLAN 2001", for the physical development, social well-being and economic growth of the City of Delano and of the land inside its planning area; and

WHEREAS, during the formulation and consideration of the General Plan 2001, there has been provided the services of a Contract Planner, a Citizens Advisory Committee, the City's Planning Staff and consultation with public officials and agencies, civic, educational, professional, and other organizations, and citizens of the community regarding the development of the General Plan 2001; and

WHEREAS, a draft EIR was prepared for the City of Delano General Plan in compliance with Sections 15141, 15142, and 15143 of the California Environmental Quality Act Guidelines; and

WHEREAS, pursuant to State Administrative Code Section 15000 et seq. and more particularly Sections 15085 and 15165 of the California Environmental Quality Act Guidelines; the Lead Agency (City of Delano Planning Department) consulted with and obtained comments from public agencies and provided opportunity for public comment during a forty-five (45) day review period; and

WHEREAS, at the end of the public review period, all comments and questions were theretofore received, addressed by the Lead Agency (City of Delano Planning Department) and were included in the Final EIR submitted to the Planning Commission; and

WHEREAS, the City of Delano General Plan 2001 has been prepared in conformance with all applicable provisions of the State of California General Plan Guidelines of 1980 and of State Planning Law; and

WHEREAS, the Planning Commission of the City of Delano, pursuant to the State Administrative Code and the State Government Code has held a public hearing in connection with the Final Environmental Impact Report and the City of Delano General Plan 2001 at 7:30 P.M., Monday, October 25, 1982, in the City Hall, at 1015 - 11th Avenue, Delano, California, notice of which was published in the Delano Record as required by law; and

WHEREAS, the public hearing was held on the 25th day of October, 1982, for the purpose of considering the Final EIR and the City of Delano General Plan 2001 and all interested persons were given full opportunity to be heard; and

WHEREAS, at said hearing 7 person(s) appeared in favor of said Final EIR and the City of Delano General Plan 2001, - person(s) appeared in opposition of said Final EIR and General Plan 2001 and - written protests were received; and

WHEREAS, the Planning Commission of the City of Delano has considered and

reviewed the City of Delano General Plan 2001 including all supporting maps, diagrams, charts, and descriptive material referred to therein and made a part thereof and has considered and reviewed the Final EIR as part thereof.

NOW, THEREFORE, the Planning Commission, after due consideration does hereby resolve to:

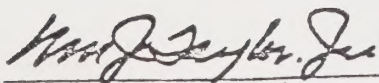
1. Approve the Final and Draft Environmental Impact Report along with any necessary changes and corrections, which recommends that the City Council certify and adopt this document to meet CEQA; and
2. Approve the City of Delano General Plan 2001 in the form hereto attached which recommends adoption thereof.
3. That the Chairman of the Planning Commission be and hereby is authorized and directed to record this action upon the City of Delano General Plan 2001 and the City of Delano Final Environmental Impact Report and any other related materials.

I HEREBY CERTIFY that the foregoing resolution was adopted by the City of Delano Planning Commission at a regular meeting held on the 25th day of October 1982, by the following vote:

Ayes: Armendariz, Chavez, Cole, Gadiano, Harwood, Marshall and Taylor, Jr.

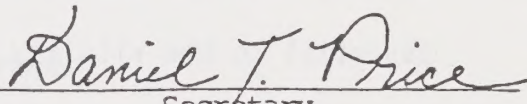
Noes: None.

Absent: None.



Chairman

City of Delano Planning Commission



Secretary

City of Delano Planning Commission

FOREWARD

Throughout history, people have utilized planning to prepare for the future. Although it is impossible to predict tomorrow's events, the purpose of planning is to prepare for expected and unexpected problems and to ensure that desirable objectives are achieved. Whether it be for personal or business reasons, we all involve ourselves with some level of planning. Planning is a continuous process; sometimes the results are not realized for several years.

Similarly, this city document, General Plan 2001, is a planning guide for the City of Delano and its residents. It will conceptually guide the Delano community for the next twenty years to the year 2001. Subsequently, this policy plan will be flexible to allow needed revisions and changes. As previously stated, uncontrollable and unforeseen circumstances may alter the intended course approved by City Council. However, a long-range plan showing direction is essential to the vitality and livelihood of the City.

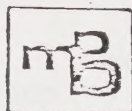
The city fathers have realized that the present general plan lacks cohesiveness and clarity in various areas. In order to correct these problems, the City Council has acted responsibly and positively by directing the planning staff to prepare a workable general plan for the future. In conclusion, General Plan 2001 will define the character of future growth and development desired by the citizens of Delano.



CITY COUNCIL

EARL SCHAULAND, MAYOR
STEVE KINSEY, MAYOR PRO-TEM
FRANK HERRERA, JR.
HARRY HOFMAN
LEONARD VELASCO
JOE HOCHSCHILD*

GENERAL PLAN 2001 PREPARED BY:



MAX P. BACERRA
PLANNING CONSULTANT

General Plans Subdivision Design
Environmental Impact Reports Financing

1920 - 20th Street, Suite A
Bakersfield, CA 93303
(805) 325-2728

Graphics by MAX MEDINA

DRAFT GENERAL PLAN 2001 PREPARED BY:

MAX BACERRA
OCTOBER 1981

ASSISTED BY:

DELANO PLANNING DEPARTMENT

DANIEL T. PRICE
NINA REZNICEK
KEN COTT
LILIAN SANTOS
ANTHONY FORMICA
SAL GIANNICO
GABRIEL ALMAGUIR

PLANNING DIRECTOR
SECRETARY
ASSISTANT PLANNER
SECRETARY
PLANNING AIDE
PLANNING AIDE
PLANNING AIDE

FINAL GENERAL PLAN 2001
ADOPTED BY CITY COUNCIL ON NOVEMBER 22, 1982

PLANNING COMMISSION

WILLIAM TAYLOR, JR., CHAIRMAN
MONTE MARSHALL, VICE CHAIRMAN
ARTHUR B. ARMENDARIZ
RON COLE
BERNIECE HARWOOD
JUNE FUKAWA*
FRANK HERRERA, JR.**

HERMAN CHAVEZ
ROGER GADIANO
WILLENE CHASE*
JIM GILBERT*

CITIZENS' ADVISORY COMMITTEE TO
GENERAL PLAN 2001

JESS PERALTA, CHAIRMAN
LAWANNA NEUMANN, VICE CHAIRMAN
TOM ANDERSON*
FELIX ARROYO
GLORIA CARTER
BRYCE CHASE
LUCY CLARK
FREDDIE ERATH
YOLANDA ESPINOZA

HENRY LEAL
ED LINCKE
MARILYN MONTGOMERY*
BILL PETERS*
JACK PHILLIPS, JR.
BERT VILLARD*
JACK ZANINOVICH
VINCENT ZARAGOZA, SR.

ADVISORY CITY STAFF MEMBERS

RICHARD COPELAND, CITY MANAGER
DOROTHY DOWELL, CITY CLERK
JOHN T. HOURIGAN, CITY ATTORNEY
EDDIE AHUMADA, PUBLIC WORKS SUPERINTENDENT
MICKEY CHERNEKOFF, POLICE CHIEF
JOE CORBETT, PARKS AND RECREATION DIRECTOR
MICHAEL CORN, FINANCE DIRECTOR
CLIFFORD FORD, TRANSPORTATION SUPERVISOR
BILL HYLTON, WASTE TREATMENT SUPERINTENDENT
LARRY INMAN, PUBLIC WORKS DIRECTOR/CITY ENGINEER
GARY LANGSTON, CHIEF BUILDING OFFICIAL
ROBERT LESH, AIRPORT MANAGER
DENNIS MCDUFFIE, ASSISTANT CITY MANAGER
ED MINO, ASSISTANT CITY ENGINEER
DANIEL T. PRICE, PLANNING DIRECTOR
WILLARD SWARTS, FIRE CHIEF

* RESIGNED

** FORMER COMMISSIONER - ELECTED TO CITY COUNCIL

TABLE OF CONTENTS

PREFACE

Resolution - City Council: November 22, 1982	ii, iii
Resolution - Planning Commission: October 25, 1982	iv, v
Foreward	vi
City Personnel	vii, viii
Table of Contents	ix-xi
Visual Aids in General Plan 2001	xii-xiv

INTRODUCTION

Introduction	I- 1
Purpose	I- 3
State Requirements	I- 5
Community Participation	I- 8
Intergovernmental Coordination	I-10

COMMUNITY BACKGROUND

City Profile	CB- 1
Demographic Information	CB- 6
Economic Conditions and Trends	CB- 9

LAND USE ELEMENT

Introduction	LU- 1
Framework	LU- 3
Assessment of Land Use Categories:	
Residential	LU- 4
Commercial	LU- 7
Industrial	LU- 9
Agriculture	LU-10
Parks and Recreation	LU-13
Public Utilities	LU-14
Major Land Use Issues	LU-42
Land Use Goals, Objectives, and Policies	LU-46
Social and Economic Development Goals, Objectives, and Policies	LU-56
Matrix of Land Use Classification and Zoning Designations	LU-58
Land Use Classification Outline	LU-59
Land Use Action Programs	LU-67

CIRCULATION ELEMENT

Introduction	C- 1
Framework	C- 3
Existing Street Network	C- 4
Circulation Definitions	C-13
Circulation Issues	C-16
Circulation Goals, Objectives, and Policies	C-17
Circulation Element Action Programs	C-20

ENVIRONMENTAL MANAGEMENT ELEMENT

Introduction	EM- 1
Framework	EM- 3
Assessment of Conditions in the Delano Planning Area:	
Environmental Characteristics	EM- 4
Fauna and Flora Conditions	EM-11
Historical, Cultural, and Scenic Amenities	EM-18
Environmental Issues	EM-21
Environmental Management Goals, Objectives, and Policies	EM-23
Environmental Management Action Programs	EM-28

RECREATION ELEMENT

Introduction	R- 1
Framework	R- 2
City Recreation System	R- 3
Existing Conditions	R- 6
Future Conditions	R- 9
Projected Development Plan	R-13
Recreation Goals, Objectives, and Policies	R-17
Recreation Action Programs	R-18

SAFETY-HAZARD ELEMENT

Introduction	SH- 1
Framework	SH- 3
Identification of Various Environmental- Related Hazards	SH- 4
Risk Acceptance	SH-10
Assessment of Environmental Hazards in the Delano Planning Area:	
Seismic Activity	SH-12
Geologic Activities	SH-15
Fire-Related Activities	SH-20
Major Safety-Hazard Issues	SH-22
Safety-Hazard Goals, Objectives, and Policies	SH-24
Safety-Hazard Action Programs	SH-26

NOISE ELEMENT

Introduction	N- 1
Framework	N- 2
Effects of Noise	N- 3
Major Noise Sources	N- 5
Existing and Future Noise Conditions	N- 9
Noise Issues	N-18
Noise Goals, Objectives, and Policies	N-19
Noise Action Programs	N-21

APPENDIX

Approved Changes to the Final City of Delano General Plan 2001	A- 1
Appendix A Street Classification	A-11
Glossary of Terms	A-13
Bibliography	A-20

VISUAL AIDS IN GENERAL PLAN 2001

MAPS

Map LU	City of Delano: Proposed Land Use Plan - General Plan 2001	Back Cover
Map C	City of Delano: Proposed Circulation Map - General Plan 2001	Back Cover
Map EM	City of Delano: Proposed Open Space Plan - General Plan 2001	Back Cover
Map CB-a	Delano Planning Area: Vicinity Map	CB- 3
Map CB-b	Kern County: Location Map	CB- 4
Map LU-a	City of Delano: Proposed and Planned Residential Development Map 1978 - 1981	LU- 6
Map LU-d	City of Delano: Fire Response and Water Pressure Map	LU-23
Map LU-e	City of Delano: Water Systems Map	LU-27
Map LU-f	City of Delano: Wastewater Systems Map	LU-31
Map LU-h	City of Delano: Public Facilities Map	LU-35
Map LU-k	City of Delano: Special Consideration Areas Map	LU-65
Map EM-a	City of Delano: Soils Capability Map	EM- 7
Map EM-aa	Delano Planning Area: Soils Capability Map	EM- 8
Map EM-b	City of Delano: Centennial Historical Site Map	EM-19
Map R-c	City of Delano: Proposed Bicycle Path Map	R-11
Map R-d	City of Delano: Parks and Recreation Plan	R-15
Map SH-a	Kern County: Seismic Hazard Atlas of Kern County	SH-13
Map SH-b	City of Delano: Flood Hazard Map	SH-17
Map N-b	City of Delano: Location of Noise Monitoring Sites (Brown-Buntin Study)	N-14
Map N-c	City of Delano: CNEL Contour Levels for Delano Municipal Airport	N-17
Map N-d	City of Delano: Noise Contour Map	N-15

GRAPHS

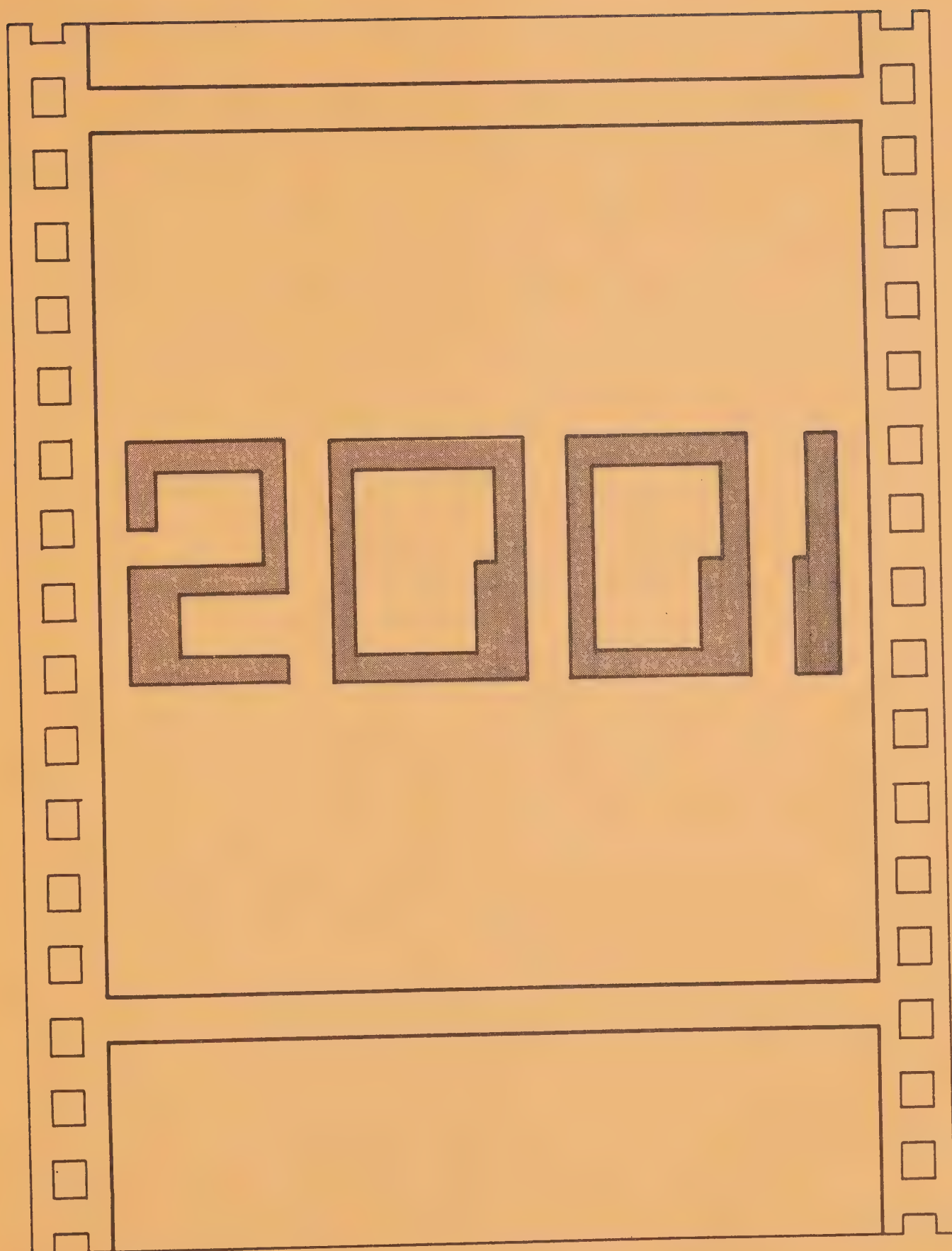
Graph CB-d	City of Delano: Present and Projected Population Growth Rates 1960 - 2000	CB- 8
Graph LU-b	City of Delano: Forecast of Based Aircrafts - Delano Municipal Airport	LU-17
Graph C-b	City of Delano: Delano Dial-A-Ride Transpor- tation Service Monthly Passenger Usage	C-15

TABLES

Table CB-c	Kern County: Population By Incorporated Cities And Unincorporated Cities 1970 - 1980	CB- 7
Table LU-c	City of Delano: Fire Runs by the Delano Fire Department 1970 - 1980	LU-22
Table LU-g	City of Delano: Projected Telephone Installation 1981 - 1990	LU-34
Table R-b	City of Delano: Expected Parkland Demand 1981 - 2000	R- 9
Table N-e	State of California: Standards for Land Use Compatibility For Community Noise Environments	N-23

PICTORIALS

I-a	Diagram of Interrelationship Among the State Manadated Elements	I- 7
CB-e	Diagram of Basic Interrelationship For A Balanced Community	CB-11
LU-i	City of Delano: Pie-Gram of Existing Land Use	LU-40
LU-j	City of Delano: Pie-Gram of Proposed Land Use	LU-41
LU-l	Matrix Showing Correspondence Between General Plan, Land Use Element Designation, and City Zone Ordinance	LU-58
C-a	City of Delano: Cross-Sections of City Street Classifications	C-10-12
R-a	City of Delano: Matrix of Community Recreational Amenities	R- 8
N-a	Possible Building Site Orientations to Reduce Noise Effects	N- 8



INTRODUCTION 1

INTRODUCTION

Growth. Development. Delano?

For several years, the City of Delano has been recognized as a small agriculturally-based community. Intensive agriculture, table grapes and cotton, small-town atmosphere are all common synonyms used to describe this community. This aforementioned description is characteristic of many communities in the fertile San Joaquin Valley.

However, in recent years, Delano has experienced substantial residential and commercial growth. Industrial firms have relocated or have seriously considered relocating in the City of Delano. Economic development and community design are listed as priorities of City Hall. Presently, the City of Delano is on the verge of embarking on a new direction.

How does the City of Delano want to approach this potential direction of increased development and growth? What type of image does the community want to project? These are some of the questions that the community leaders must answer.

The Delano City Council has responded with great foresight, by recommending to the Delano Planning Department that a long-range, comprehensive policy document be prepared to effectively guide the City through the year 2001. As a result, the Planning Department encountered a 13-month research and analysis program to update and revise its comprehensive plan. As a result of their efforts, General Plan 2001 has emerged.

General Plan 2001 is not another technical report prepared by the governmental bureaucracy. It is an important and essential document with legal standing. This plan will act as a long-range growth and development manual for the City of Delano. While the State of California requires all local municipalities to prepare and adopt general plans, the Delano City Council realized the necessity of long-range planning to ensure viability and prosperity of the community.

It must be remembered that General Plan 2001 is not indefinitely permanent and will have to be revised in the future. As it is man's nature, the views and the desires of the community will change according to expected and unexpected occurrences. General Plan 2001 cannot perceive or react to these potential changes. As the need arises, amendments to General Plan 2001 will have to be made to reflect new perspectives and ideals of the community. Nonetheless, this plan exemplifies today's philosophy, economics, and politics.

PURPOSE

Delano General Plan 2001 is an official statement of the City of Delano which expresses the major policies concerning physical development, social well-being and economic growth. It is based on the widely-held attitudes and concerns of the citizenry and their aspirations about the City's future. The General Plan prepared for the City of Delano considers present conditions, potential opportunities, and future goals of the community.

It establishes the guidelines to which all public and private development must conform. These guidelines are transmitted through the various goals, objectives, policies, and implementation measures identified in issues specified by State Law. The mandated issues of concern include: 1) Land Use; 2) Open Space; 3) Circulation; 4) Housing; 5) Conservation; 6) Safety; 7) Noise; 8) Seismic Safety; and 9) Scenic Highways.

As a decision-making tool for City Council and the Planning Commission, the General Plan insures comprehensive and consistent decisions as well as orderly growth and well-planned development. This future-oriented policy guide intends to recognize the long-range character of the City. This General Plan is designed to serve Delano through the year 2001.

The Plan serves as the best available forecast of the City's future for public and private enterprise to follow. It promotes understanding between government and the community and fosters

citizen participation and involvement in community affairs.

However, the General Plan 2001 should not be viewed as the solution to all of the City's existing and future problems. It will be up to the people of Delano to decide the type of society and environment they will leave to future generations. More accurately, General Plan 2001 will express policies and recommend various implementation measures to better guide the decision-makers of our community. These recommended guidelines were based on the aspirations of the residents and the most current statistical information available. Some of the goals, objectives, and policies will possibly alter, according to the needs and desires of the community; others will remain in effect for several years.

In summary, Delano General Plan 2001 intends to reflect the philosophy of the community and thus, strives to attain continued prosperity for the City of Delano.

STATE REQUIREMENTS

The State of California maintains certain statutes aimed at insuring the proper growth and development of the land. Subsequently, certain pieces of legislation govern and direct the realm of planning on the state, regional and local levels. Under Section 65300 of the Government Code, each legislative body is required to prepare and adopt a comprehensive long-term General Plan for the physical development of the jurisdiction. Also, the General Plan includes any additional land outside the jurisdiction's boundaries that is considered as part of its planning area.

Sections 65301 and 65302 of the same code specify the issues of concern to be identified in the General Plan. There are nine issues or elements that must be addressed. These elements must contain development policies, diagrams, and a text stating goals, objectives, principles, and plan proposals. In addition to the mandated nine elements, a jurisdiction can prepare and adopt additional elements to the General Plan as deemed necessary. The scope of the basic elements are summarized below:

LAND USE

Designates the general distribution, location, and extent of land to be used for residential, commercial, industrial, public and other uses. Included are standards for population density and building intensity for each use.

CIRCULATION

Identifies the major and minor transportation routes, terminals, public utilities, and public facilities. Included are all existing and proposed locations.

CONSERVATION

Provides for the long-range conservation, development, and utilization of natural resources, including water, forests, soils, rivers, lakes, wildlife, minerals, and other natural resources.

OPEN SPACE

Outlines plans and measures for the preservation of natural resources and provides adequate outdoor recreational opportunities for the public.

SEISMIC SAFETY

Identifies and assesses the earthquake potential and other geologic hazards in the area.

NOISE

Examines noise levels from various noise sources to assist in determining appropriate policies for compatible land use designations.

SCENIC HIGHWAYS

Provides for the protection, development and establishment of identified scenic highway corridors.

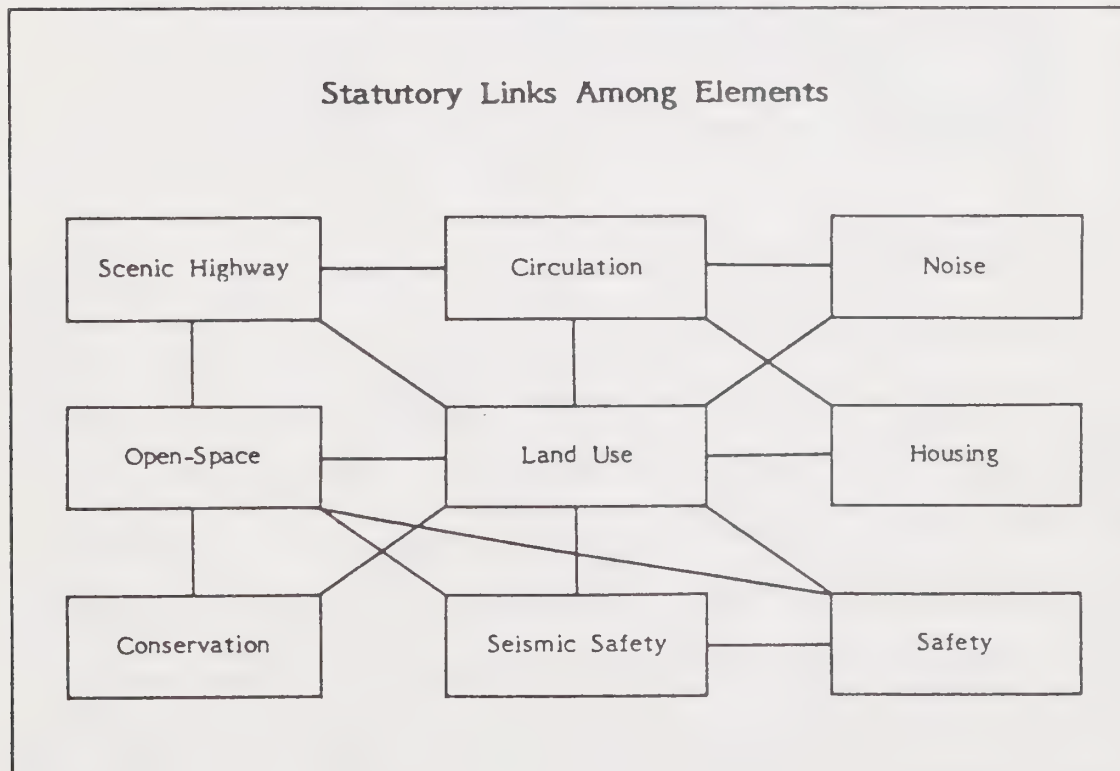
SAFETY

Establishes policies and standards for community protection from fires and geologic hazards.

HOUSING

Encompasses standards and plans for the improvement of the present housing stock and provides adequate housing sites to meet the future housing needs of all the economic segments of the community. (Note: The Housing Element of General Plan 2001 was prepared by EDAW, Inc. and Karen Northcutt, Planning Consultant.)

Pictorial I-a
Diagram of Interrelationship Among
the State Mandated Elements



COMMUNITY PARTICIPATION

If General Plan 2001 is to become an effective guide for community growth and development, it must involve the perceptions of the citizenry to insure that the intentions of the Plan are consistent with the needs and desires of the community. Due to the comprehensiveness of the policy document and the long-range impacts on the community, it is important that the adopted goals, objectives, and policies reflect the general attitude of the community residents.

State law specifies that in the preparation of a general plan, "the planning agency shall consult and advise with

. . . civic, educational, professional and other organizations, and citizens generally to the end that maximum coordination of plans may be secured and properly located sites for all public purposes may be indicated on the general plan." (Government Code Section 65304).

The Citizens' Advisory Committee to General Plan 2001 was reorganized in October 1980. Representing a diverse cross-section of the community, the fifteen member advisory group made various recommendations and suggestions concerning housing, agriculture, industrial growth, commercial siting, recreational development, and environment protection. The Citizens' Advisory Committee (CAC) was well-balanced with representatives from agriculture, real estate, education, commercial retail, and professional fields. Various social, ethnic and interest groups were also represented. Their community involvement and participation were instrumental in the direction and evolution of General Plan 2001.

Community involvement must be prominent if the General Plan is to develop into a successful policy tool for the City. Broad public support is important during the implementation process of the General Plan and throughout the years. Only through community involvement and participation will a workable General Plan be realized.

INTERGOVERNMENTAL COORDINATION

If the City's general plan is to be effectively implemented and adhered to, coordination among all public and private agencies involved is essential. It must be realized that policies which may be beneficial to the residents of one jurisdiction may not be in the best interest of the residents of the surrounding jurisdictions. Because of the potential adverse effects, state law requires local governments to work with other governmental agencies and public utility companies in preparing and implementing their general plans (Government Code, Sections 65304 and 65400 (d)).

Policies dealing with air quality, transportation, land use, noise, water quality, solid waste, and natural resources not only affect viability within the Delano Planning Area but transcend across the political boundaries of other jurisdictions and the region in general. The intent of state planning statutes is directed toward assuring cooperation between neighboring cities and counties as well as the consideration of potential effects to the surrounding region by a locality's in the decision-making process.

Coordination of Delano General Plan 2001 with surrounding private and public agencies is extremely critical due to the City's geographic location. Delano sits in northern Kern County with its northern perimeter bordering Tulare County's southern boundaries. Although the County of Kern maintains original jurisdiction of all lands outside Delano's incorporated areas, the City

is still able to exert a considerable amount of authority in its designated "sphere of influence." This sphere of influence or planning area basically radiates three (3) miles in all directions out of the City.

Since General Plan 2001 establishes land use designations outside the city limits, the City of Delano must work with the County of Kern and County of Tulare to ensure comprehensive planning for the area. Any project that is being proposed within the City's sphere of influence must be reviewed by the City because it will probably become annexed into the City and will receive City services. Thus, the City's recommendation will carry considerable influence in determining the feasibility of the proposed project.

In addition, the plans and policies of private entities must be considered. These agencies provide services that are essential to the vitality and development of a community. Natural gas, electricity, telephone, and railroad freight are some of the basic services that private entities furnish to the City. Moreover, because of the area's agricultural character, the City of Delano must coordinate their plans with a mosquito abatement district and numerous local agricultural water districts.

Recently, the City of Delano extended its boundaries by annexing additional land in the southern and western portions of the City. These two annexations provide new areas for urban development but diminishes productive agricultural land. The

direct and indirect effects of this decision are more homes for the residents and a reduction of prime agricultural land, respectively. Subsequently, careful coordination with all governmental agencies, especially LAFCO (Local Agency Formation Commission), which establishes the boundaries for virtually all governmental jurisdiction, is essential to proper development and orderly growth.



CITY PROFILE

The City of Delano is located in the most southernly portion of the central San Joaquin Valley. Recognized as the second largest city of the eleven incorporated cities in Kern County, Delano is situated approximately 30 miles north of Bakersfield, the county seat.

Founded in 1873 as a railroad town, Delano boomed and became incorporated in 1915. Relying on the environmental amenities, the City began to experience a steady population increase that was consistent with the rest of the county through the mid-1960's. However, during the past fifteen (15) years, the City followed a much slower population and growth increase. Presently, the 1980 U.S. Census lists the population figures for the City and its planning area at 16,491 and 18,500, respectively.

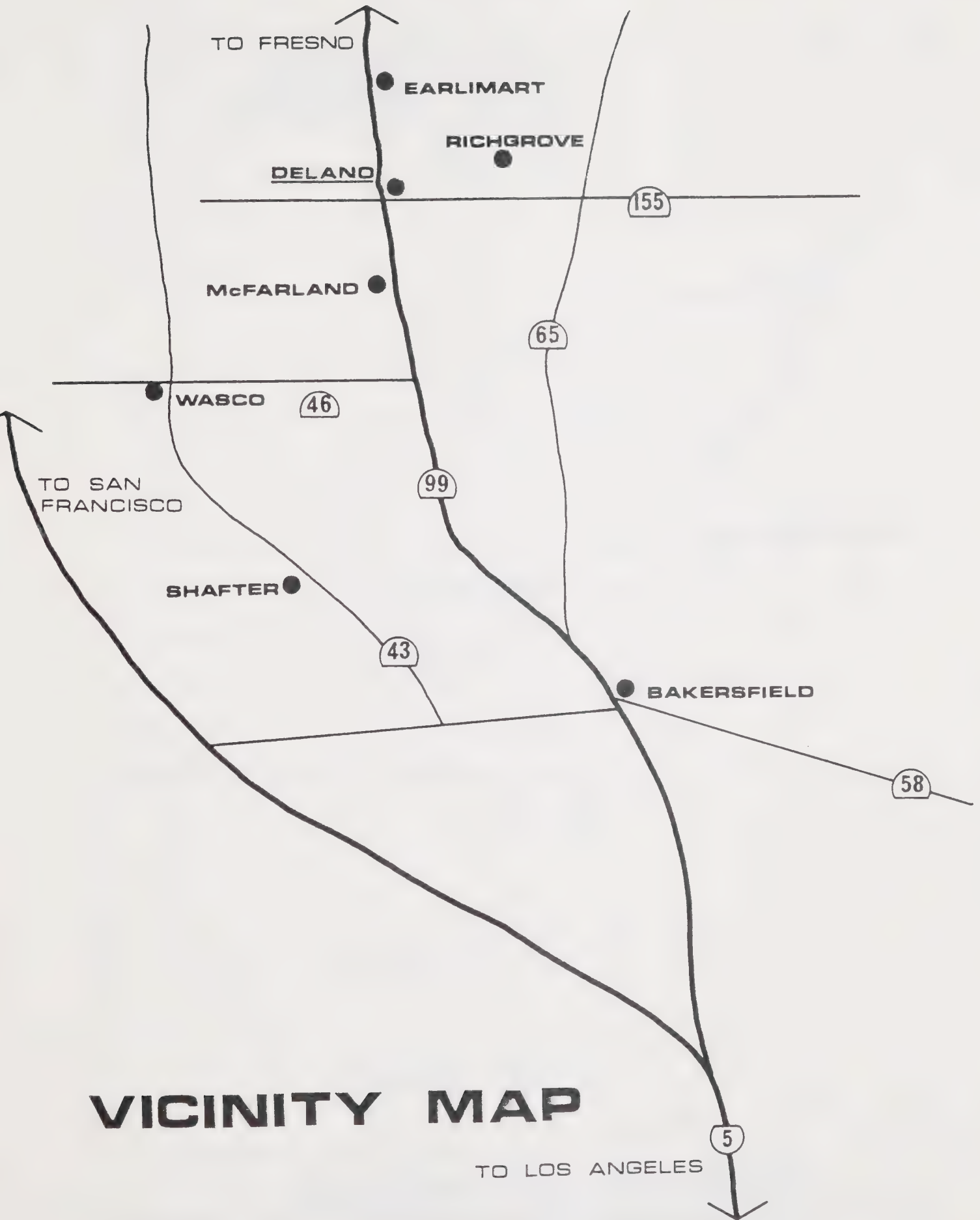
Delano is situated in one of the most agriculturally-productive regions in the world. Its table grapes, kiwi fruit, and other agricultural products are recognized throughout the United States and in several countries. The rich alluvial soil and the availability of water are the major reasons for large portions within the Delano Planning Area being classified as "prime agricultural land." The climate with its hot, dry summers, and mild winters also make the area conducive for agricultural production. Conversely, all of these natural characteristics not only make the environment suitable for crop

development but for urban development as well. Establishing an optimum balance between urbanization and agriculture is considered an essential community concern.

Because of the significance of agriculture in the area, the occupational structure of Delano is heavily weighted toward farm labor or farm-related positions. Over 26% of the working force are employed under this classification. Studies also showed professional workers and managers/proprietors as being other major employment sources.

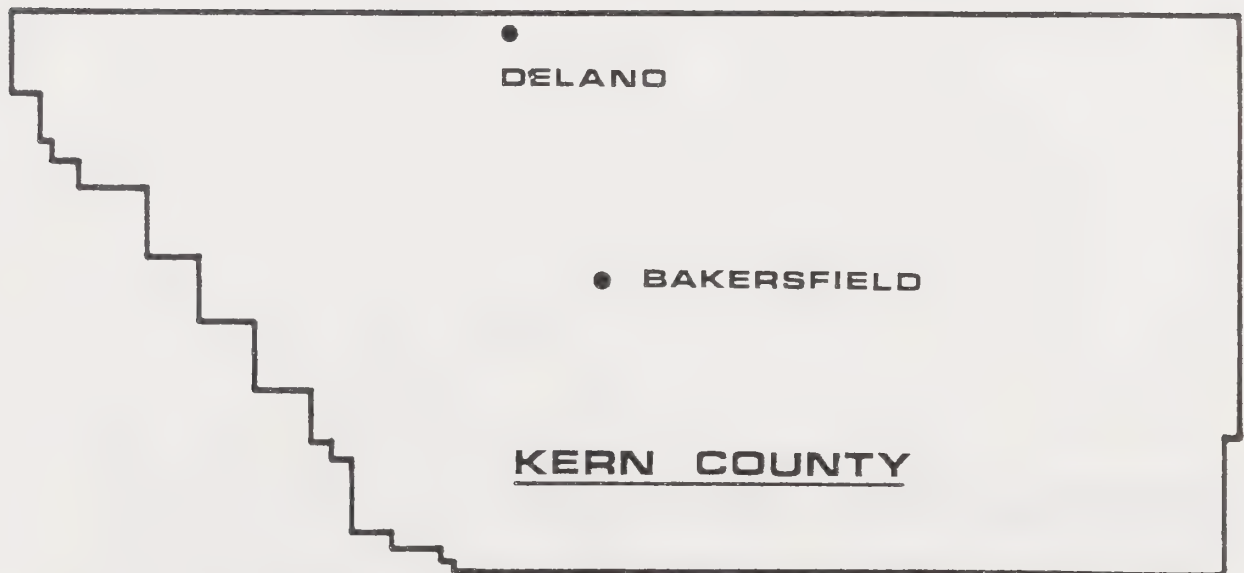
The City of Delano is recognized as an important trade center for northern Kern County and southern Tulare County, serving the major commercial and health care needs of eight communities in a fifteen mile radius. These communities include Earlimart, Richgrove, McFarland, Wasco, Pond, Alpaugh, Pixley, and Delano itself. Because of its location, Delano is considered the focus of these communities. (Map CB-a)

Moreover, Delano possesses several recreational and educational assets. Community festivals, public parks, tennis courts, numerous community center activities, swimming pools, a golf course, and racquetball courts provide ample recreational enjoyment for visitors and residents, alike. In addition, nearby Lake Woollomes provides an array of recreational pleasures. The City also offers five elementary schools, three private schools, a junior high school, a high school, a continuation high school, a junior college, and an adult school.



VICINITY MAP

GENERAL LOCATION MAP



GEOGRAPHICAL SETTING

The geographic location of the City creates ideal opportunities to enjoy various natural amenities of the State of California. The central coast, the Sierra Nevada Mountain Range, the Mojave Desert, national parks and forests, and numerous lakes and wildlife reserves are all within a short travelling distance from Delano. (Map CB-b)

Conversely, Delano is accessible through a variety of transportation modes. Five (5) State Highways travel through the vicinity of Delano, making the City an important vehicular connector. State Highway 99 and State Highway 155 (Garces Highway) intersect the City while State Highway 65 (Porterville) State Highway 43 (Corcoran) and State Highway 46 (Paso Robles) are all located less than 12 miles from Delano. In addition, Greyhound and Continental Trailways provide bus service to and from Delano. The Southern Pacific Railroad runs through the City carrying freight and passengers. A municipal airport supports the air service into the City.

DEMOGRAPHIC INFORMATION

The City of Delano experienced a cautious rate of growth during the past decade. According to the 1980 U.S. Census, the population of Delano stands at 16,491. This represents a 13.3% increase (1,932 persons) over the 1970 U.S. Census figure. Although the yearly population totals constantly fluctuated, the overall annual growth rate over the past ten (10) years is slightly over 1.3%.

Comparatively, the City has grown slower than other incorporated cities in Kern County. Although it retained its recognition as the second largest city in Kern County, Delano has been ranked tenth of the eleven cities in terms of growth in the last ten (10) years. Overall, the population of Kern County has grown 26.4% from 1970 to 1980. Table CB-c illustrates the various rates of growth within Kern County during recent years.

A slightly accelerated growth rate is expected for the next twenty (20) years. Concurrent with the intentions of the community, the General Plan will strive to accommodate growth while preserving the small town atmosphere of the City. With a projected 1.5% annual growth rate, the projected population for Delano will be 22,430. Graph CB-d reflects the population figures for the City during the next twenty (20) years.

Table CB-c
KERN COUNTY

Population by Incorporated Cities and Unincorporated Area

	<u>Incorporated Cities</u>	<u>1970</u>	<u>1980</u>	<u>Change</u>	<u>Rate of Increase</u>
1.	Arvin	5,199	6,803	+ 1,664	32.0%
2.	Bakersfield	69,515	105,611	+ 36,096	51.9%
3.	California City	1,309	2,743	+ 1,434	109.5%
4.	Delano	14,559	16,491	+ 1,932	13.3%
5.	Maricopa	740	946	+ 206	27.8%
6.	McFarland	4,177	5,151	+ 974	23.3%
7.	Ridgecrest	7,629	15,929	+ 8,300	108.8%
8.	Shafter	5,327	7,010	+ 1,683	31.6%
9.	Taft	4,285	5,316	+ 1,084	24.1%
10.	Tehachapi	4,211	4,126	- 85	
11.	Wasco	8,269	9,613	+ 1,344	16.3%
	Total Incorporated Area	125,220	179,799	+ 54,579	44.0%
	Unincorporated Area excluding military bases	183,577	210,461	+ 26,884	14.6%
	Kern County excluding military bases	308,797	390,260	+ 81,463	26.4%

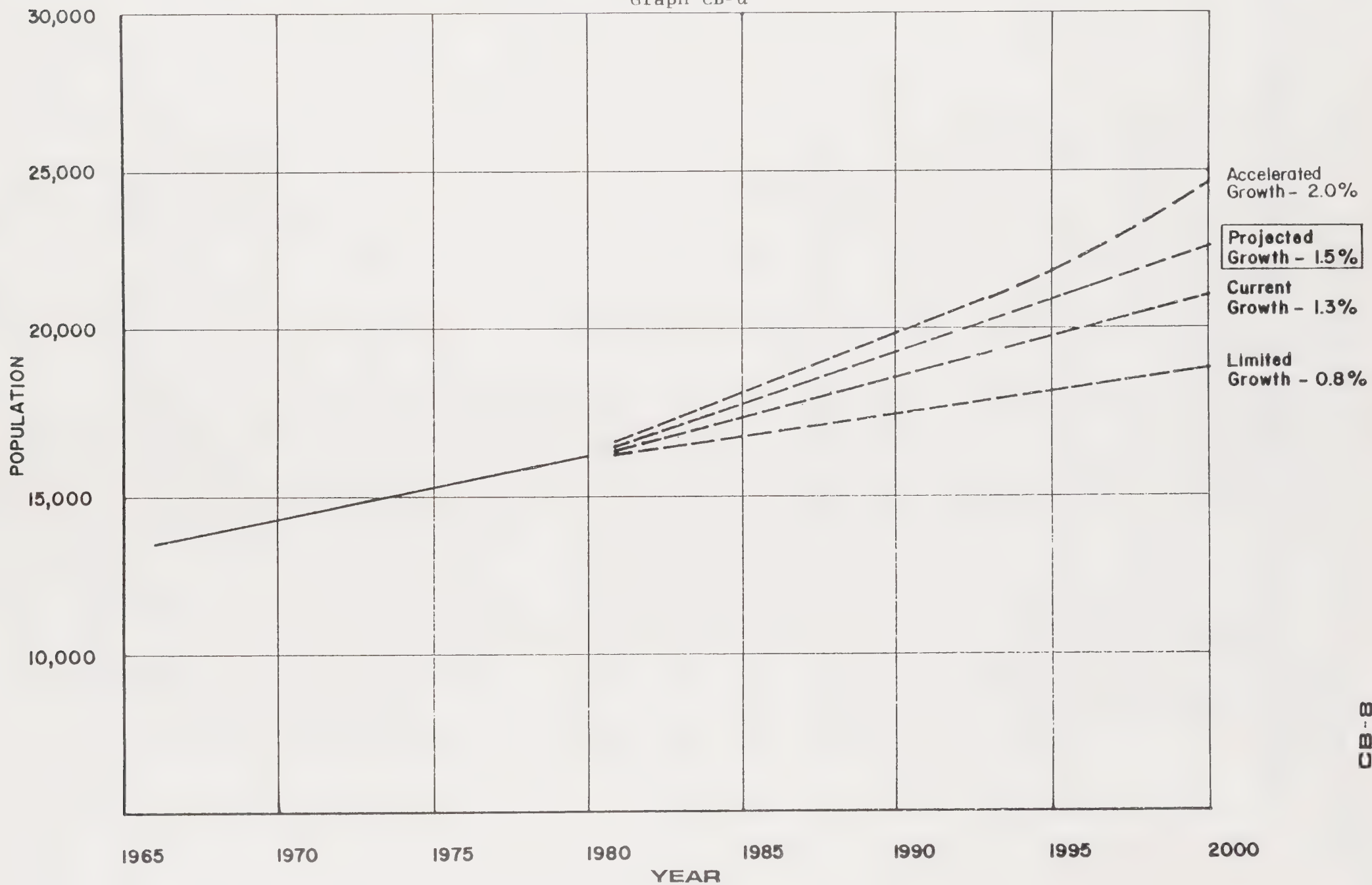
Source: 1980 U.S. Census
Final Data

POPULATION PROJECTION

CITY OF DELANO

SOURCE: DELANO PLANNING DEPT., 1980

Graph CB-d



ECONOMIC CONDITIONS AND TRENDS

Economic stability is essential to the vitality of all cities. Employment and the adequate distribution of goods and services are key factors in deciding where and to what extent a city will grow. In Delano, economic development is an important concern.

During the last 15 to 20 years, the City of Delano experienced an inconsistent rate of growth. Fluctuations in the national economy and local economic and social issues were cited as the primary reasons for the lack of housing starts and employment opportunities in the city. The natural characteristics of the environment have allowed the agricultural industry to remain prosperous. Agriculture is recognized as the major employment source in the Delano area employing up to 22,000 persons during harvest season.

However, due to the inherent aspects of agriculture, year-round employment for a large portion of the population is non-existent. Although ample job opportunities exist during harvest preparation and harvest seasons, employment drops significantly in specific months of the year. A study conducted by the State of California Employment Development Department concluded that during certain periods of the year, one-fourth to one-third of the work force in the Delano area are unemployed. Furthermore, the study noted that while a viable non-migrant labor force existed in the area, there were no job opportunities to sustain Delano's economy through-

out the year. A variety of soft industries are recommended to help stabilize the City's economic base during the seasonal fluctuations of the agricultural industry.

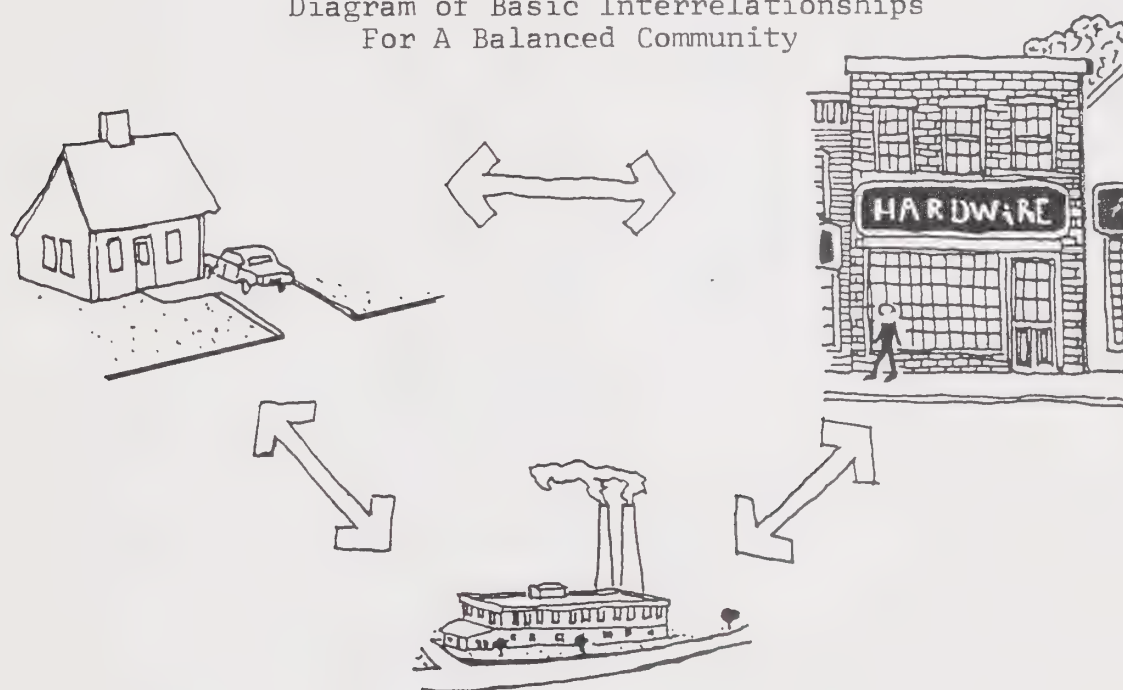
The majority of job opportunities in the local economy range from low to semi-skilled positions. A variety of new job opportunities are needed for community residents. These opportunities can be made available by encouraging new commercial, industrial, and professional services to locate in the Delano area. The Planning Department and the Citizens' Advisory Committee both agree that industrial economic development should be encouraged by the City of Delano. Cambridge Filter Company, Whitten Pumps, and Styro-Tek are the major non-agricultural industries in the Delano area.

Future economic growth is dependent upon several internal and external factors. Subsequently, the City has acted positively toward the situation by actively seeking economic development. Recently, the Delano Development Corporation, a quasi-public entity with the ability to apply for federal and state funding programs, and the Economic Task Force Committee, a composite of community members from the public and private sectors involved with continuous short-term economic and beautification projects, were established.

A basic interrelationship exists between employment, housing, and the distribution of consumer goods and services. Permanent year-round employment greatly influences the need for working families to reside in proximity to their jobs. Thus, a

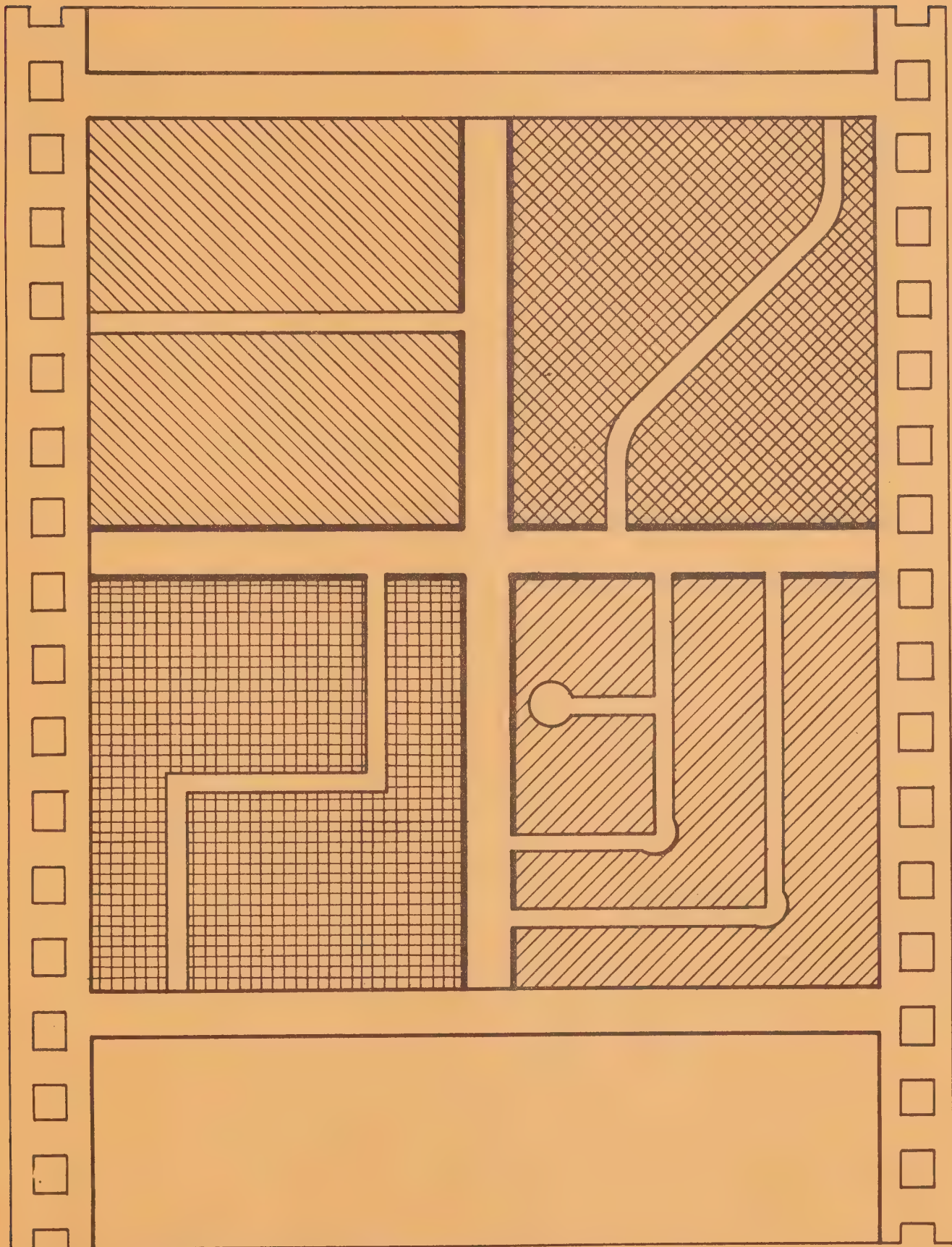
demand for housing is created. After an adequate supply of housing is made available, the new families will require a variety of commercial outlets to accommodate their various consumer needs. Subsequently, new shopping centers and the expansion of existing commercial districts are developed.

Pictorial CB-e
Diagram of Basic Interrelationships
For A Balanced Community



This theorem indicates a continuous flow of money within the community. With increased revenue, the City would be able to provide increased city services, expanded maintenance of parks and recreational facilities, and improved streets.

If Delano is to prosper and progress in the coming years, economic development is a key factor. An interrelationship between employment, housing, and the distribution of consumer goods must be maintained.



INTRODUCTION

All city and county general plans are required by state law to prepare and maintain a Land Use Element. Mandated by Section 65302(a) of the California Government Code, the Land Use Element shall

". . . designate(s) the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

The intent of General Plan 2001 is to provide a set of plans, policies, and programs to be used to guide the development of the city and to communicate to the public. The Land Use Element is recognized as an important portion of this policy set. Subsequently, if the Element is to be effectively utilized, it must be standardized and institutionalized for use by City Council and the various commissions in their review processes. Some of the major issues of concern are discussed in the other elements of the General Plan; therefore, those issues will be superficially discussed herein and references will be made to their respective elements.

The Land Use Element is an essential element of General Plan 2001 because it synthesizes all the other elements together. Included in this element will be policy statements governing the future uses of land in the Delano Planning Area. Consistency between the General Plan and the City Zoning Ordinance is a requirement under Chapter 4 in the Planning Act of the State of California. The attainment of consistency lies in the compatibility between the policies of the General Plan and the regulatory devices contained in the Zoning Ordinance.

FRAMEWORK

The Land Use Element of General Plan 2001 shall be structured in the following manner:

- A. Assessment of the major land use categories with an analysis of conditions and trends.
- B. Identification of major land use issues.
- C. Outline land use policies to guide future growth and maintenance of land.
- D. Description of the various land use classifications throughout the city indicating:
 - 1) the intent of each designation;
 - 2) conditions of development;
 - 3) special consideration areas.
- E. Presentation of Land Use Map, which graphically illustrates the land use pattern within the Delano Planning Area.
- F. Listing of Land Use Action Programs that are to be implemented to insure attainment of identified land use policies.

RESIDENTIAL

Residential development within the City is characterized by low-density housing. According to the figures in the Draft Housing Element for the City of Delano, over 78% of the total housing stock has been identified as being single-family residential dwelling units. The remainder is distributed between multi-family development (18%) and mobilehomes (4%), respectively. The large percentage of mobilehomes is an indication of the shortage of adequate affordable housing in the area.

Because of its older housing composition and its cautious rate of growth in recent years, the City of Delano is faced with various housing problems. Historically, the City's growth has expanded outward, radiating from the Central Core and the major transportation routes of Old Highway 99 and the Southern Pacific Railroad. Subsequently, most of the newer subdivisions are located along the City's perimeter, leaving portions of the housing stock surrounding the Central Core Area in substandard condition. A steady population increase and high interest rates for construction costs have caused a serious imbalance between the demand and supply in the housing industry. Although the recent construction of multi-family dwelling units and mobilehomes have eased the problem, several residents are still experiencing difficulties with substandard housing, overcrowding, and overpayment. A more detailed study on the housing situation can be found in the Housing Element of the City's General Plan.








Over 1,400 acres of undeveloped land have been approved for residential development in the last three (3) years. The majority of the residential growth is occurring in the northeastern sector and in the City's new annexations. Single-family homes, apartments, mobilehomes, and condominiums are some of the housing types being proposed for construction. In addition, infilling of existing residential neighborhoods and new housing development projects in the southeastern sector of the City are beginning to occur. (See Map LU-a)

The fifteen-member Citizens' Advisory Committee to Delano General Plan 2001 recommended conventional single-family residences as the predominant housing type for the City with apartments/multi-family units also receiving commendation. The Committee also viewed mobilehomes as a viable housing type due to economic trends but encouraged its placement in mobilehome subdivisions and parks. Lastly, the Committee recommended that future residential growth should occur in areas adjacent to existing residential sectors and away from incompatible land uses, such as industrial plants.

The need to provide adequate affordable housing is recognized by local government and the general public. To encourage residential growth, the City of Delano Engineering/Public Works Department and the Planning Department have recently adopted new procedure/standards manuals to streamline the application process. A variety of development incentives are potentially available to the builder or developer to ensure the construction of appropriate

housing, including "density bonus" which allows a builder to exceed the maximum housing units designated by the City Ordinance if he provides a certain percentage of the units to low-income families. The recent adoption of SB 1960 which allows mobilehome development on single-family residential zones will influence the housing situation in Delano by increasing the potential of home buying within the community.

PROPOSED AND PLANNED
RESIDENTIAL DEVELOPMENT
MAP 1978-81

-  ESTATE RESIDENTIAL
-  LOW RESIDENTIAL
-  MEDIUM RESIDENTIAL
-  HIGH RESIDENTIAL
-  NEIGHBORHOOD COMMERCIAL
-  COMMUNITY RETAIL COMMERCIAL
-  PARKS

Map LU-a

A part of the
LAND USE ELEMENT

GENERAL PLAN 2001
CITY OF DELANO

October 1981

COMMERCIAL

Commercial activity in Delano is distributed between community retail commercial and service commercial. There are three major retail commercial centers in Delano, namely the Central Business District (CBD) or the downtown area, the Cornet Mall, the Randolph Shopping Center, and the K-Mart Shopping Complex. The composition of these shopping nodes is primarily composed of small independent stores rather than chain or franchise oriented outlets. Conversely, service commercial is designed to accommodate the automobile-oriented shopper. Common activities of this category include auto repair shops, car sales lots, and fast-food restaurants. Service commercial uses are predominantly located along major thoroughfares such as High Street and Cecil Avenue. An indirect result of this type of development is "strip commercial," which is considered undesirable because it causes excessive pollution emissions and traffic congestion.

Presently, a lack of neighborhood shopping facilities exists in the City. This problem causes residents to do virtually all of their shopping at either the downtown area or the Randolph Shopping Center. With the exception of the residents living in proximity to the Food Center/New H.B. Market Shopping Area and the Miracle Market Shopping Center, it is difficult for residents of existing residential subdivisions to get a few needed items without a cumbersome trip to the major shopping nodes. It is recommended that more neighborhood-

oriented commercial sites be located throughout the City to adequately serve the needs of the City's residential areas.

While these sites will have less variety than the larger store outlets, neighborhood commercial centers will provide essential goods close to residents' homes. The most logical locations in the City for this type of commercial use are the northwestern area, the extreme northeastern area, and the southeastern area. Presently, there are proposed plans for this type of development in the latter two areas.

Proposed major retail commercial centers include a 29-acre retail/recreational site in the northeast section of Superblock Eight, a community shopping center at the intersection of Cecil Avenue and High Street, and a 40-acre commercial expansion surrounding the Randolph Village Shopping Center. Uses include a mixture of retail sales and professional offices. While Delano is recognized as the major trade center for eight (8) surrounding communities, an over abundance of commercial sites should be discouraged. This will ensure commercial activity that is commensurate to the expected needs of the community.

INDUSTRIAL

Because of the predominance of agriculture in the area, the Delano Planning Area has not experienced an abundance of industrial growth. Of the 203 acres designated for industrial use, only 92 acres have been developed. Nine manufacturing plants can be found in the area with the major products being wine, concrete supplies, irrigation pipes, and air filters. Cambridge Filter Company Corporation, Whitten Pumps, and Gibson Irrigation Systems are recognized as the major industrial employers located in the City.

It is important to designate industrial development in areas that will not adversely affect surrounding land uses or inhibit existing permitted activities. The most logical placement for industrial development is along the northern and southern peripheries of the City. It is recommended by the Citizens' Advisory Committee and the Planning staff that intensive industrial growth should occur in the area south of Woollomes Avenue. The intent of this approach is to keep "noise-sensitive" uses such as residential dwelling units, schools, and health care facilities away from airports, truck stops, manufacturing plants, and other "non-sensitive" uses.

Attaining an appropriate balance between industry and agriculture is essential to the stability of the local economy, the expansion of the tax base, and the continued economic growth of the City.

AGRICULTURE

The City of Delano is situated in the San Joaquin Valley, which has the distinction of being one of the most fertile regions in the world. The land is overlaid with rich and abundant prime agricultural soils. A Mediterranean-type climate and a sufficient water supply aid the rich soils in making the area conducive to the growing of a variety of agricultural products. Over 10,000 area workers and 5,000 - 6,000 migrant workers are employed locally in the agricultural industry establishing agriculture as the largest employment generator in the Delano Planning Area. During the pre-harvest and harvest seasons, approximately 595 agricultural employers engage in a variety of activities for the preparation of the crops.

Approximately 960 acres or 28% of the land within the incorporated area of the City of Delano is in agricultural use. However, 464 acres have been previously approved for various types of urban development, such as shopping centers, condominiums, and professional offices. Any urban development in prime agricultural lands should be given a great deal of consideration. The premature and unnecessary conversion of non-contiguous agricultural lands is recognized as being undesirable and should be discouraged. Protection of agricultural land not only concerns the local public but is of interest at state and national levels.

California agriculture is important to both the national economy and the world economy. Approximately 25% of our nation's

food supplies and 40% of the country's fruits and vegetables were grown in California. Furthermore, California contributes over 10% of the nation's exports. From this perspective, protecting and preserving the valuable agricultural lands in the Delano area is important to the welfare of the State. By achieving this goal, the stability of the economy will be maintained and food supplies for future generations will be assured.

The State of California established and maintains a land conservation program designed to protect agricultural lands and natural scenic areas from unnecessary or premature urban development. Adopted under the Williamson Act, the Agricultural Preserve Program prevents the premature conversion of authentic farmland and protects these lands from conflicting and incompatible land uses. The Program can also guide urban development by encouraging the productivity of farmland adjacent to urban uses for a period of several years. This state-established program is available to landowners through the County of Kern.

After a careful examination of the present uses of land surrounding the City of Delano and data collected from several governmental agencies, it is recommended by both staff and the Citizens' Advisory Committee to the General Plan that urban development be discouraged east of Browning Road. The area was identified as a large contiguous agricultural section having a Class I soil rating, adequate water supply, and suitable groundwater recharge capabilities. Although other agricultural areas surrounding Delano maintain high productivity factors, the

eastern perimeter was deemed the most appropriate area for continued preservation.

In summary, the protection, preservation, and enhancement of agricultural lands in the Delano Planning Area is important to attaining a harmonious balance between agricultural land uses and encroachment of urbanization.

PARKS AND RECREATION

A variety of recreational opportunities are available to the residents of the City. Community and neighborhood parks are dispersed throughout Delano, providing active and passive activities. The Delano Community Center offers a broad range of recreation amenities including basketball courts, musical instrument instruction, self-defense classes, and film festivals. In addition, structured sports leagues, tennis courts, swimming pools, a 9-hole golf course, and racquetball courts provide ample recreational enjoyment.

Lake Woollomes is recognized as a major recreational attraction in the Delano Planning Area. This 2,520-acre foot man-made lake is located three (3) miles southeast of the City of Delano. Fishing, sailing, swimming, and picnicking are a few of the activities at the water-based recreational site.

It will be important to designate additional parkland as the City grows. Because of the increasing costs of developing and maintaining public recreational facilities, the City will have to consider various alternatives, such as joint ventures with other public entities.

Similarly, future park and recreational sites will strive to be located within $\frac{1}{2}$ mile from a residential neighborhood to accommodate the needs of the residents.

PUBLIC FACILITIES

Schools

The educational needs of the City of Delano are being provided by five elementary schools, three private schools, a junior high school, a high school, a continuation high school, a college center, and an adult school. The major educational entities are the Delano Union Elementary School District, the Delano Union High School District, and the Kern Community College District.

There are approximately 2,700 students enrolled at the five public elementary schools in the City. The overall capacities at the present site total 2,900 students. At the current growth rate (1.3%) an additional 1,200 students are expected at the elementary level by the year 2001. To facilitate the increased student enrollment, it is expected that another school site will be developed in the next ten years.

The current 120 acres at the present school site can easily accommodate the 1,600 student enrollment in 1981 and the future enrollment projections over the next twenty years.

Health Care Facilities

The health care needs of the community are being served by

one community hospital, one convalescent hospital, and ten "resthomes." The Delano Community Hospital is an acute care hospital with 98 beds and a staff of 45 active, consulting, and courtesy physicians. An additional 22 beds are in the process of being approved. The newest medical equipment is available to all patients needing emergency treatment or general care. In addition, weight reduction programs, smoking control sessions, and physical therapy are some of the specialized health care services offered by the Delano Community Hospital. Browning Manor Convalescent Hospital is the only convalescent facility in Delano. It is equipped with 53 beds with no immediate plans for expansion. Moreover, the Kern View Mental Health Center provides psychiatric assistance. It is an out-patient facility.

Future health care facilities should be sited with great care and foresight due to the nature and the intended purposes of these buildings. Placement of health care facilities abutting major thoroughfares or near high noise generating sources should be avoided.

Airport Facilities

The City of Delano maintains and operates the Delano Municipal Airport which is located in the extreme southeast portion of the City. The facility was initially constructed in the 1920's and utilized for military purposes during World War II. After the war, ownership of the site was transferred from the federal government to the County of Kern. From 1947 to 1971, the County operated the

airport and made several improvements. In 1972, the property was transferred to the City of Delano which has subsequently maintained the airport facilities.

Delano Municipal Airport is classified as a General Utility Airport. It consists of two parallel runways and a system of connecting taxiways. The primary runway, Runway 14R/32L is 5,650 feet long and 75 feet wide. The 150 foot width would allow the airport to be classified as a Basic Transport Airport, and, thus, allowed to handle large commercial planes (i.e., Boeing 737). However, because of the current growth rates and the low air travel demand in the area, the runway has only been repaved to a 75 foot width. The displaced threshold of Runway 14R/32L is 1,990 feet. The second runway, Runway 14L/32R measures 5,000 feet long and 50 feet wide. It is restricted to use by agricultural operators for crop dusting and spraying. It has a displaced threshold of 1,500 feet on Runway 14L. Displaced threshold is used to describe an aircraft's landing spot from the north end of the runway.

Presently, there are 64 airplanes based at the Delano Municipal Airport. While the current capacity of the developed airport is 100 planes, the land appropriated for airport usage is large enough to handle 800 planes. The present number of based aircrafts at the Delano Municipal Airport is consistent with the expected figures in the Based Aircraft Forecast of the Delano Municipal Master Plan prepared by McGlasson and Associates, Consulting Engineers. (See Graph LU-b).

Graph LU-b

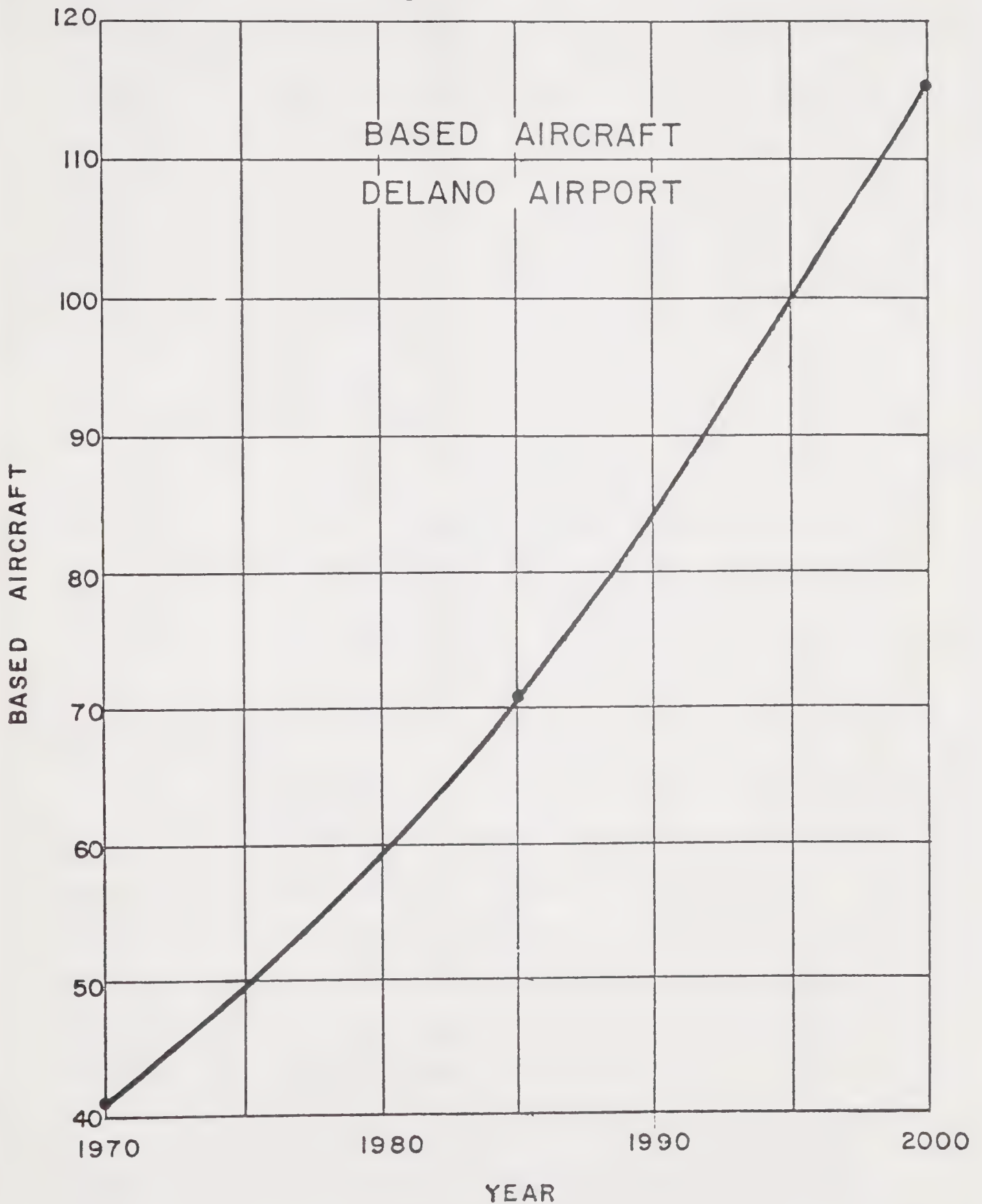
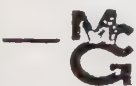


PLATE 3

AIRPORT MASTER PLAN

CITY OF DELANO, CALIFORNIA



McGLASSON & ASSOCIATES

CONSULTING ENGINEERS
FRESNO, CALIFORNIA

BASED AIRCRAFT FORECAST

The nine fixed base operators at the airport include six agricultural application firms, two aircraft maintenance shops, one aircraft charter and rental service operator, and a helicopter mechanic shop. The Delano Municipal Airport has medium intensity runway lights, rotating beacon and a remote communication outlet. Car rental services are also available. The City recently signed a lease with a firm to establish a helicopter maintenance facility to do specialized service on a fleet of 50 West-coast based helicopters. It is anticipated that this action will see the basing of 20 more aircrafts in 12 months.

Future airport expansion is dependent on the growth of the community. It is highly recommended that future expansion of the airport facilities should occur to the southeast to reduce adverse and hazardous effects on the developed areas located to the north and west.

Police Protection

The residents of Delano receive protective safety from the Delano Police Department. This modern and efficient police department maintains 34 law enforcement officers and 6 patrol cars. Law enforcement units continuously patrol the entire community over a 24-hour period. In addition, the City has "mutual aid" agreements with the California Highway Patrol and the Kern County Sheriff Department for certain assistance situations.

The Delano Police Department has initiated several programs aimed at reducing crime and promoting community awareness. The Bicycle Safety Program, the Pedestrian Safety Program, and the

Drug Awareness Program are educational programs which encourage safety practices and drug prevention.

In May 1981, the Police Department organized and implemented a new community-oriented police protection program called Pounce. This neighborhood watch program consists of a series of presentations by law enforcement officials on fraud, forgery, baby-sitting safety, and vandalism and burglary prevention. The intent of Pounce is to encourage citizen participation and awareness in the field of crime prevention. Although it is difficult to reach a conclusion on the effectiveness of the program, the police department has received numerous calls praising the program.

A standard of one police officer per every 1,000 residents was recommended by the Delano Police Department to provide adequate protection for the community. Delano presently has 2.06 police officers per every 1,000 residents. A four minute response time from the center of the City to any situational location within the City was also recommended.

Fire Protection

The City of Delano receives fire and emergency protection from the Delano Fire Department. Presently, there are 12 employed firemen and 2 management personnel. According to the Insurance Service Office (ISO), Delano is allotted 25 volunteer firemen although there are only 21 volunteer firefighters at present. The Fire Department is equipped with 3 pumper trucks (one 1,250 gpm pumper, and two 1,000 gpm pumpers), one pickup pumper, and one rescue/paramedic truck. The fire personnel and equipment are housed at the Delano Fire Station #1 which is located at the

intersection of 12th Avenue and Jefferson Street.

The Delano Fire Department responds to all emergency calls within one mile of all City boundaries. In addition, the City's mutual-aid agreement with other jurisdictional entities in the area permits the City firefighters to respond to fire incidents up to five miles outside the city limits. The nearest jurisdictional fire station outside the City is the Kern County Fire Station-McFarland Branch located six miles south of the City.

The location of Delano Fire Station #1 is ideally situated in the center of the City, making the majority of the city sectors adequately accessible within a four-minute response time. Delano maintains the required water pressure necessary to handle the various types of fire situations. Map LU-d illustrates the various fire response times by the Delano Fire Department and the approximate water pressure in various sectors of the City.

The National Fire Protection Association (NFPA) maintains various standard requirements for the manning of on-duty firemen. The Delano Fire Department operates on three 4-man shifts of 48 hours per shift. As the population increases to 20,000 or more, the Fire Department recommends that six firemen per shift will be needed to provide adequate fire and emergency protection for the City. A .5 on-duty firemen/1,000 population was also recommended as a standard guideline for fire personnel.

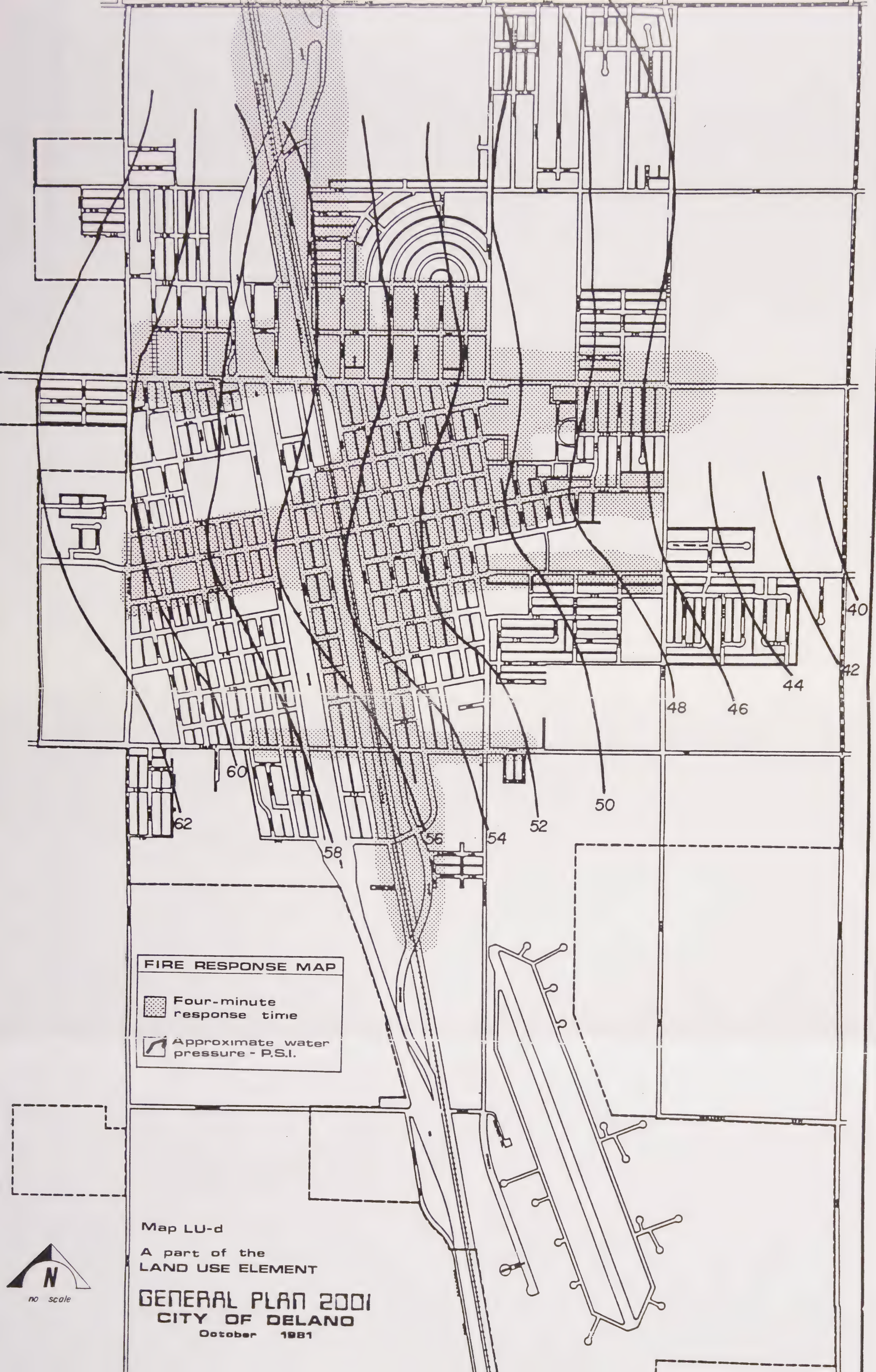
The placement of the Southern Pacific Railroad Line which traverses the City in a northwest-southeast manner poses potential

Table LU-c
Delano Fire Department
ANNUAL EMERGENCY RESPONSE RUNS
1970-1980


<u>YEAR</u>	<u>RESIDENTIAL*</u>	<u>COMMERCIAL*</u>	<u>INDUSTRIAL*</u>	<u>COUNTY ASSISTS</u>	<u>TOTAL EMERGENCY RUNS</u>
1971	36	5	-	28	261
1972	22	5	-	28	266
1973	29	6	-	35	321
1974	41	5	2	36	386
1975	41	8	1	16	360
1976	41	6	2	12	337
1977	37	7	-	28	374
1978	23	11	-	20	363
1979	20	6	-	35	369
1980	23	14	-	30	435


*ACTUAL FIRES

Source: Delano Fire Department



FIRE RESPONSE MAP

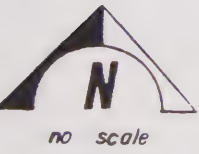
 Four-minute response time

 Approximate water pressure - P.S.I.

Map LU-d

A part of the
LAND USE ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981



emergency problems. Residential, commercial, and industrial growth has occurred on both sides of the railroad, creating the need for increased fire protection. Due to the daily train movements, providing adequate service west of the railroad tracks has been hampered. In recent years large amounts of residential and commercial developments have been developed or approved on the western sectors of the City. Recently, the City of Delano has signed an agreement with a gasohol manufacturing firm for a lease of the former Wastewater Treatment Plant #2 as a manufacturing plant.

It is highly recommended by the Fire Department and the Planning Department that a small fire substation be strategically located west of State Highway 99 within the next four years. This substation should be equipped with two firemen and one 1,250 gpm pumper truck. Although this smaller station will not have the capabilities of Delano Fire Station #1, it will be able to provide faster attack response and reduce unnecessary fire damage.

As industrial growth occurs in the Industrial Park and the South Lexington Street vicinity, the placement of a small fire station in the area should also be considered. Such a facility could reduce fire damage at the Delano Municipal Airport and the existing and future manufacturing plants in the area.

Water

Community residents receive their domestic water supply from the City of Delano. The Public Works Department-Water Division maintains and operates two continuously-producing water wells and five support producing wells. The eight groundwater wells have the capacity to produce a maximum of 148,274,508 gallons of water per hour. The water system for the City is a "loop design" with the various wells throughout the community interconnecting into a common network. The water from the wells is carried through a series of pipelines ranging from 4" to 16". Pressure-actuated mechanisms activate the six supporting wells when the water demand increases. Water is stored in two large water storage tanks (2,000,000 gallon capacity and 1,000,000 gallon capacity, respectively) in strategic areas of the City. In June 1981 the City of Delano provided 4,955 water services for residential, commercial, industrial, and public uses.

Although a complete shutdown of the water system is unlikely, the City has two natural gas engines that would immediately restore water service to the residents. Moreover, the circuits of the water wells are wired separately, thus avoiding a massive well shutdown. The Water Division performs continual testing to guard against water failure and hazardous chemical contamination.

Three additional water wells are expected to be constructed by the end of 1981. The proposed sites are located in the City's southwestern, northwestern, and northeastern sections, respectively. It is highly recommended that a water storage tank be located in

WATER SYSTEM MAP

- EXISTING WATER LINE
10" OR LARGER
- PROPOSED WATER LINE
10" OR LARGER
- ▲ EXISTING WATER WELL
- △ PROPOSED WATER WELL
- EXISTING STORAGE FACILITY
- PROPOSED STORAGE FACILITY
- Numbers denote line width in inches

Map LU-e
A part of the
LAND USE ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981



no scale

the extreme northeastern section of the City to assure adequate water supply for the community and to reduce the drilling of new wells.

Groundwater remains an important water source for the City of Delano. However, land subsidence is becoming more visible in the area due to continuous withdrawals from underground water tables. Providing sufficient potable water for the community from the water wells is another concern. As previously noted, a new water storage tank is highly desirable to complement the three proposed water wells. A possible alternative to alleviate the overuse of groundwater wells is to connect with the California Water Project/Kern-Friant Canal. Geologic conditions and water supply possibilities are discussed further in the Safety Hazards Element of General Plan 2001.

Storm Water Drainage

Most of the storm water within the City of Delano is collected in four large holding basins. The 11th Avenue/Albany Street Basin has a maximum holding capacity of 42 acre-feet. The Jefferson Street Basin has a maximum holding capacity of 8.5 acre-feet. The Albany Park Basin holds a maximum of 4.7 acre-feet. Lastly, the Airport-Industrial Park Basin has a capacity of 31 acre-feet of storm water. Another storm water basin/park site is being planned for the corner of Randolph Street and 6th Avenue. It will have a capacity of 24 acre-feet. The Public Works Department expects that these five storm water holding basins can adequately serve the city's expected

residential, commercial, and governmental needs. Additional expansion of the Airport-Industrial Park Basin or the construction of another basin will be necessary to accommodate future industrial development.

Wastewater Services

Sewer collection and wastewater treatment from industrial, commercial, and domestic uses are provided by the City of Delano. A separate collection system is used to divide storm water from wastewater. The collection network is composed of approximately 55.5 miles of sanitary lines and 12.5 miles of storm drainage lines. The sizes of the pipeline vary from 12" to 14".

In August 1979, the City of Delano consolidated its treatment services from its two existing plants to a new secondary wastewater treatment plant. This move increased operation efficiency, improved treatment processing, and provided additional expansion capabilities. The 1,000 acre treatment site is located west of Delano on Garces Highway. This \$5.2 million project is a secondary treatment system with trickling filters and holding ponds. The design capacity of the present facility is 3.6 MGD (million gallons/day). Currently, the population being served by the treatment plant is 16,491 and the current usage is 2.6 MGD.

Expansion of the Delano Wastewater Treatment Facilities should be carefully planned and wisely developed to assure that the public facilities needs are being met. Development of all approved residential and commercial projects could seriously hamper the effectiveness of the plant if future plans for expansion are not considered. It is highly recommended that the

WASTEWATER
SYSTEM MAP

----- CITY BOUNDARY

— EXISTING SEWER
LINE, 10" AND
LARGER

===== PROPOSED SEWER
LINE, 10" AND
LARGER

GENERAL PLAN 2001
CITY OF DELANO

October 1981



40 mg/l BOD (Biochemical Oxygen Demand) requirement and the 40 mg/l suspended solid requirement be maintained.

Solid Waste

The City of Delano maintains its own solid waste disposal system. Collections are made twice a week in residential areas and a maximum of five pickups in commercial and industrial locations. There are 8 employees and 5 collection vehicles in the City Refuse Collection Division. Estimates from the Public Works Department show that 53.5 tons of solid waste are collected each day within the community. Subsequently, over 12,840 tons of solid waste are collected each year. Based on the projected population growth rate of 1.5%, it is estimated that two additional employees will be needed by 1990 to assure adequate solid waste service for the City.

The City of Delano disposes its solid waste material at one landfill site. Currently, the County of Kern's Sanitary Landfill located southwest of the City of Delano is nearing capacity. By 1984 a new landfill site will be needed to serve the Delano-McFarland area.

Public Utilities

Electricity. Southern California Edison Company (SCE) supplies the electric power for the City of Delano. The enormous voltage capacity of the SCE electrical network is capable of providing all

electrical power for all development in the Delano area. SCE also provides all the electrical lighting for all of the city streets.

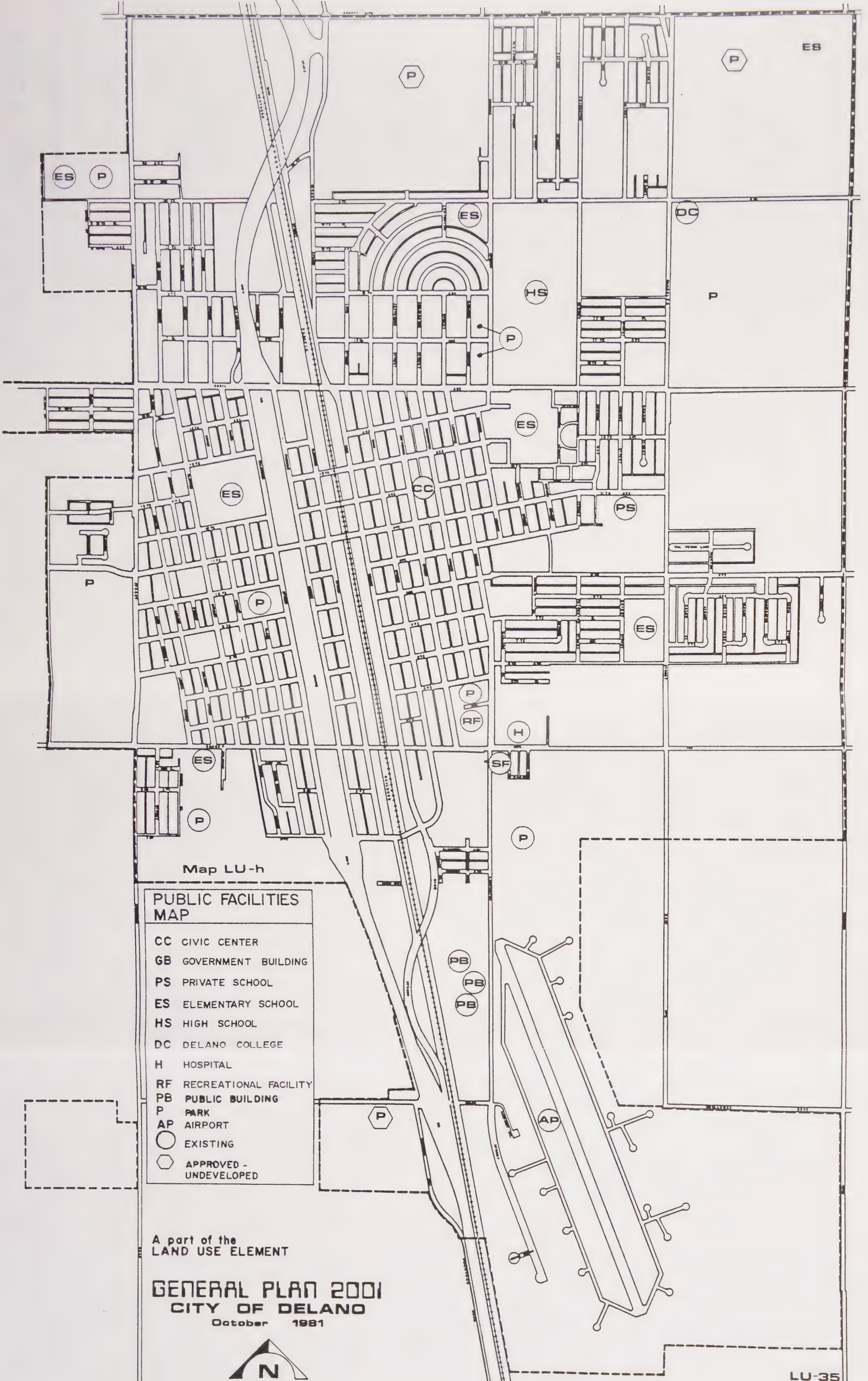
Natural Gas. The City of Delano receives its natural gas from Southern California Gas Company. Southern California Gas Company has been serving the San Joaquin Valley for several years and has the capabilities to meet all gas-related demands in the Delano area.

Telephone. Pacific Telephone Company provides telephone services for the community of Delano. Of the total estimated 5,272 main telephones presently installed in the City, about 16% (850) are business telephones. Below is a table indicating projected telephone installations in the next ten years.

Table LU-g
Projected Telephone Installation
in the City of Delano
1981-1990

<u>Year</u>	<u>New Installations</u>	<u>Total Telephones Installed</u>
1981	396	5,668
1982	495	6,163
1983	625	6,788
1984	625	7,413
1985	725	8,138
1986	449	8,587
1987	449	9,036
1988	449	9,485
1989	449	9,934
1990	449	10,383

Pacific Telephone Engineering Department



**PUBLIC FACILITIES
MAP**

- CC CIVIC CENTER
- GB GOVERNMENT BUILDING
- PS PRIVATE SCHOOL
- ES ELEMENTARY SCHOOL
- HS HIGH SCHOOL
- DC DELANO COLLEGE
- H HOSPITAL
- RF RECREATIONAL FACILITY
- PB PUBLIC BUILDING
- P PARK
- AP AIRPORT
- EXISTING
- ⬡ APPROVED - UNDEVELOPED

A part of the
LAND USE ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981



Government Buildings

Several buildings and facilities are utilized by the City of Delano for specific uses. Other buildings are also used by other governmental entities including the federal, state, and county agencies. A list of these public buildings and their function is shown below.

City Hall serves as the administrative and governmental center for the City of Delano. It houses several city departments and staff personnel. Also included in this two-story building complex are the City Council Chambers and conference rooms.

Public Works Building previously contained the offices of the Planning Department, Public Works Department and the Building Inspection Department. (Presently leased to private business.)

City Corporation Yard is the home base of many city services provided to the community residents. Services involving the Corporation Yard include refuse collection and disposal, street sweeping, water maintenance and operation, central garage, street maintenance, and sanitary sewer maintenance.

Safety Buildings refer to the Police Department Station and the Fire Department Station. These two buildings are the headquarters for the primary law enforcement/emergency service agencies in the City.

Delano Community Center houses the City's Park and Recreation Departments and serves as the recreation headquarters for the

community. Several active and passive recreational activities are held at the Center.

The Senior Citizen Recreation Center and the Senior Citizen Site both provide a variety of recreational and social activities for the elderly. Although the primary function of both sites is to supply hot daily meals for the community's senior citizens, arts and craft classes, dances, trips, and passive recreational activities are held. Additionally, health care services, such as blood pressure tests and hearing tests are furnished.

Civic Center Hall is another building maintained by the Parks and Recreation Department. The building, which is presently undergoing extensive remodeling, is used by staff personnel and civic organizations for meetings and seminars.

Delano Municipal Airport - (Individually discussed elsewhere in the Public Facilities Section.)

Other Governmental Offices in the Delano Area include:

Federal

Voice of America - Delano Relay Station
Department of the Interior - Operations and Maintenance
Social Security Administration Office
U.S. Post Office

State of California

Agricultural Labor Relations Board Office
Employment Development Department Office
Food and Agriculture Department - Quality Control Office
Department of Motor Vehicles Office
National Guard Building
Department of Rehabilitation
Department of Transportation (Caltrans) - Maintenance Station

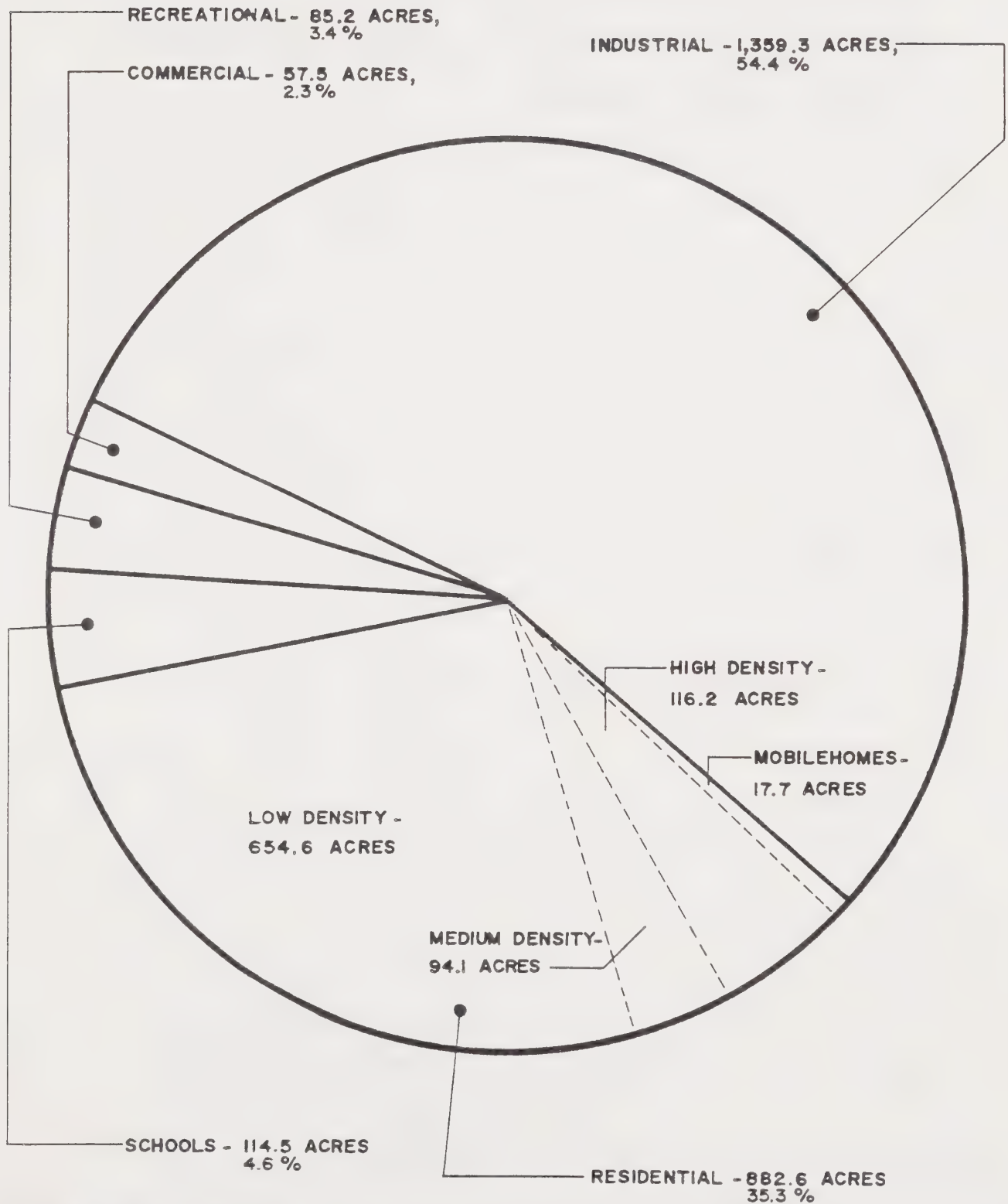
County of Kern

Agriculture Department Office
General Services Department Office
Health Department Office
Municipal Court - West Kern District
Public Library
Probation Department Office
Sheriff's Office
Veteran's Service Department
Welfare Department

EXISTING LAND USE

CITY OF DELANO

JAN. 1981

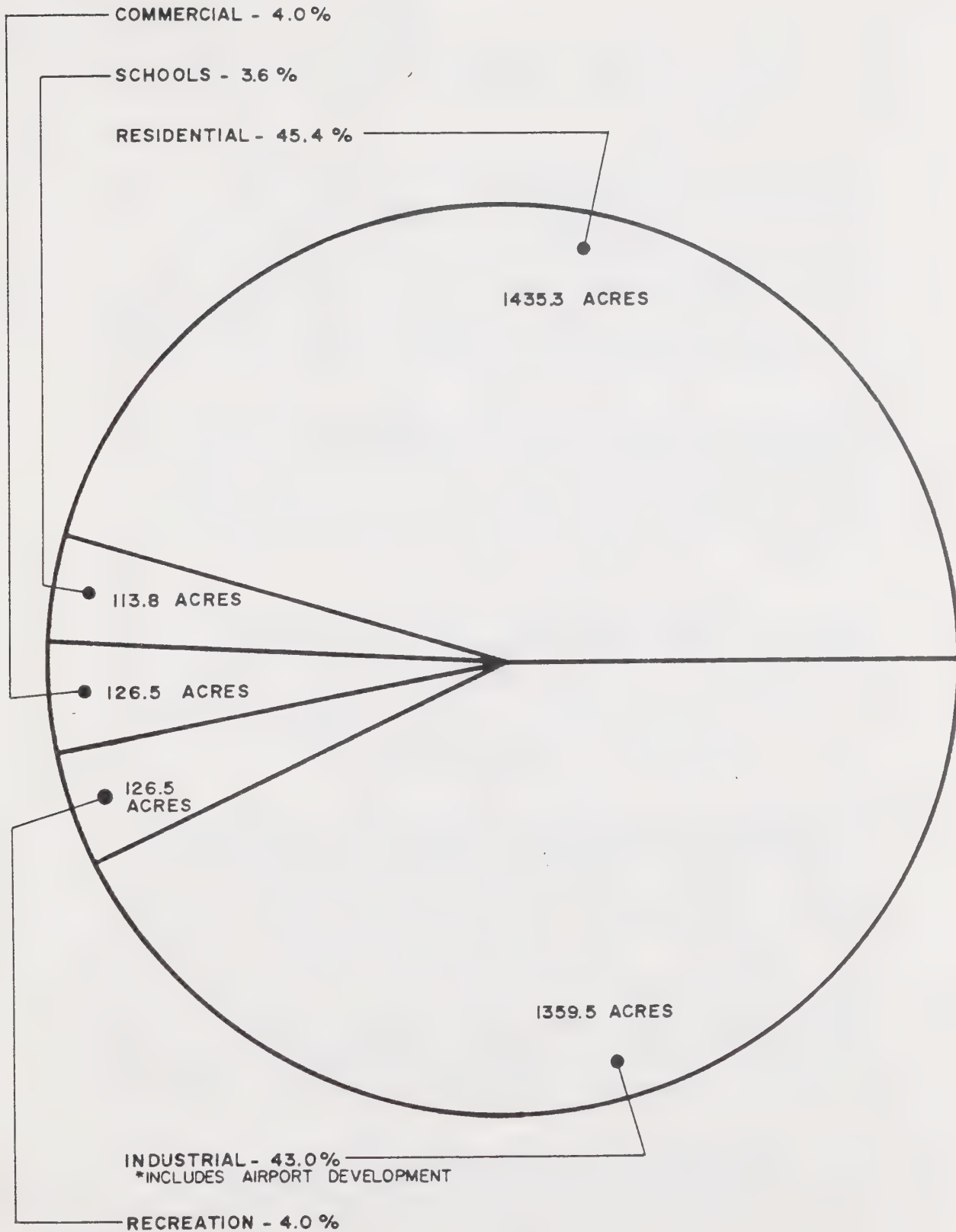


TOTAL ACRES : 2499.1

PROPOSED LAND USE

CITY OF DELAND

JAN. 1981



TOTAL ACRES: 3161.6

LAND USE ISSUES

Before the Land Use Policies and the Land Use Map can be prepared, issues concerning land management must be identified. The following are issues affecting the City of Delano and the Delano Planning Area:

1. Amount of Land Designated for Urban Development.
Insufficient land use allocations create increased land and improvement costs. It can also force development activity outside of the City or outside of the area. Surplus or excessive allocations create increased city services costs (water, sewer, police protection, etc.) and increased energy consumption by promoting urban sprawl and fragmented development.
2. Decreasing Amounts of Prime Agricultural Land Throughout the San Joaquin Valley. Valuable agricultural land is continually lost through the expansion of unnecessary urban expansion. Agriculture is an important revenue source as well as essential life source. The reclassification of prime agricultural land into an urban use must be given considerable thought.
3. Appropriate Land Annexations Into City Boundaries.
Recently, the City has approved the acquisition of additional land into its city limits and has granted city services to several urban development uses outside the City. A considerable amount of land within the City remains undeveloped. Continued annexations may influence higher costs for city services and facilities.
4. Inappropriate Land Uses and Incompatible Land Patterns.
In various parts of the City, the use permitted on one property may adversely affect or conflict with the uses on an adjacent parcel. The impact results in the physical deterioration or loss of economic activity on one or both of the properties. Siting residences in high noise areas (i.e., railroad tracks and airports) or hospitals near hazardous pollutant areas (i.e., factories) create potential litigation problems for the City. Careful placement of land uses is necessary to avoid long-term conflicts and to produce a workable and comprehensive land use pattern throughout the City.
5. Subdivision of Irregular and Useless Parcels of Land.
Several land parcels in the City maintain irregular shapes and sizes. Due to their irregularity, the lots cannot be utilized to their best potential. The City must effectively

use the land within its boundaries in order to reduce rising development costs and to provide more adequate housing for the residents.

6. Restoration and Revitalization of Declining Areas. Several areas within the City, especially in older historic districts have declined considerably over the last twenty years. These residential and commercial sites are in need of rehabilitation if the sites are to retain its residential attractiveness and economic vitality. Long-time residents and proprietors are beginning to relocate into new subdivisions and active commercial centers, respectively.
7. Reclassification of Commercial Designations Throughout the City. During the last fifteen years, the staff has introduced several commercial classifications aimed at ensuring proper locations for a variety of commercial types. Unfortunately, several commercial classifications have strayed from the original intent. Supermarkets and hotels are allowed in Neighborhood Commercial areas. The High-Density Residential designation is used to accommodate professional-commercial offices. However, an effective commercial designation system will speed up the application process and will allow better understanding by the applicant and public officials.
8. Excessive Commercial Parcels Located in the City. Several parcels of land throughout the City have been designated for commercial development. The residents living within a 15-mile Marketing Area of Delano can only utilize a portion of the land allocated toward commercial growth. It is important to allow commercial uses commensurate to the growth and needs of the residents in the area.
9. City's Ability to Provide Adequate Public Services to New Developments. Because of the water quality situation and the capacity of the wastewater treatment plant, servicing new subdivisions and industries is an important concern. The City must continue to ensure that adequate potable water is available to the community while replacing the high nitrate wells as required.
10. Need to Enhance the Design Quality Throughout the City. Although certain areas of the community maintain a healthy appearance and good landscaping, the city is generally unattractive and uninviting to the community visitor or highway traveler. Inconspicuous community gateways, untidy vacant lots surrounding highway on/off ramps, and contrasting signage are the primary targets for aesthetic revitalization. Definite city landmarks, consistent landscaping along major circulation streets, and attractive community gateways not only improve the visual quality of the city, but indirectly promotes economic vitality as well. Greater sensitivity and stronger emphasis of site design can encourage a more positive outlook

about the City.

11. Enforcement of General Plan 2001. If the General Plan is implemented properly, it can be an effective tool in guiding the growth and development for the City. Wise management of the environment will also occur. Ultimately, the General Plan will produce a prosperous community and balance of physical, social, economic and environmental activity.

However, if the Plan is prepared to fulfill State requirements, serious problems can occur. Disregard for the comprehensive policy document will result in incompatible land uses, possible litigation, excessive development costs, unnecessary pollution, and dangerous hazards.

COMMUNITY - GENERAL GOALS, OBJECTIVES, AND POLICIES

- 1.0 Insure that the City develops properly and orderly in accordance with the needs of the community.
 - 1.1 Promote a rate of growth that reflects controlled expansion.
 - 1.1.1 Develop plans and guidelines to control the amount and nature of growth.
 - 1.2 Promote a well-balanced land use pattern to adequately meet the needs of the residents of the area.
 - 1.3 Actively involve citizen participation in the comprehensive planning and development of the community.
 - 1.4 Coordinate City of Delano's plans, policies, and programs with those of the County of Kern, County of Tulare, and other public and private agencies to insure maximum cooperation.
- 2.0 Maintain and encourage community identity and pride in Delano.
 - 2.1 Encourage cohesive districts and neighborhoods to achieve greater imageability.
 - 2.1.1 Promote a unified civic center.
 - 2.1.2 Encourage increased cooperation between local government and the community.
- 3.0 Achieve a balanced relationship between urban expansion and our natural environment.
 - 3.1 Retain high environmental quality of the area through the preservation of our natural resources.
 - 3.1.1 Adopt implementation measures and standards for controlling developments to minimize any diverse effects on the environment.

LAND USE GOALS, OBJECTIVES, AND POLICIES

- 1.0 Promote orderly development of the community to insure proper growth.
 - 1.1 Insure that the placement of various land use categories are consistent with the City's long-range plans for the area.
 - 1.1.1 Develop implementation procedures to control the placement, quality, and types of land use.
 - 1.2 Insure coordination between the City and other local jurisdictions and regional agencies.
 - 1.2.1 Any request for urban development within the Delano Planning Area shall be forwarded to the City for review and comment.
 - 1.2.2 Ensure that the County of Kern and the County of Tulare consider the City of Delano's recommendation in the decisions that will impact the Delano Planning Area.
- 2.0 Promote wise urban expansion and the protection of our natural resources.
 - 2.1 Maintain and preserve prime agricultural land from unnecessary urban development.
 - 2.1.1 Encourage continued productivity of the area's agricultural land.
 - 2.1.2 Insure consistency of the Land Use Element and the Open Space Element.
 - 2.2 Discourage haphazard development of the City.
 - 2.2.1 Encourage the development of land that is adjacent to the existing City boundaries and guard against leap-frog development.

RESIDENTIAL OBJECTIVES AND POLICIES

- 1.1 To provide adequate housing to meet the needs of all the socio-economic segments of the population.
 - 1.1.1 Disperse low, moderate, and high cost housing throughout each sector of the City.
 - 1.1.2 Maintain the vacancy rates for housing units at an acceptable level.
 - 1.1.3 Promote equal housing opportunities and locational choices to the residents of the City.
 - 1.1.4 Encourage builders and developers to construct a variety of housing types to accommodate the diverse needs of the City's population.
 - 1.1.5 Designate appropriate areas in residential neighborhoods for manufactured housing as per SB 1960.
- 1.2 Insure that housing provided for all segments of the community is safe, sanitary, and of the highest possible quality.
 - 1.2.1 Plan increases in the housing supply in accordance with the availability of community services and facilities.
 - 1.2.2 Prevent the placement of incompatible land uses in proximity to residential uses in order to preserve the quality and vitality of the neighborhoods.
 - 1.2.3 Protect the quality of present residential neighborhoods by implementing various governmental and community programs to maintain and upgrade the quality of the existing housing stock.
 - 1.2.4 Encourage voluntary periodic inspections of housing in Delano.
 - 1.2.5 Identify substandard areas in the City and consider rehabilitation alternatives.

COMMERCIAL OBJECTIVES AND POLICIES

- 1.1 Provide adequate commercial activities and facilities to meet the needs of the community.
 - 1.1.1 Designate the location of major shopping centers along major streets to insure greater accessibility.
 - 1.1.2 Increase commercial activities in proportion to the growth of the Delano Planning Area.
 - 1.1.3 Provide appropriate commercial uses in residential areas to accommodate the needs of the residents in the neighborhood.
 - 1.1.4 Disperse commercial centers according to the nature and direction of growth of the City.
- 1.2 Encourage the viability of the Central Business District (CBD) as an important commercial center.
 - 1.2.1 Enhance the physical quality of the working and shopping areas of the CBD through effective usage of landscaping, lighting, signage and other elements.
 - 1.2.2 Promote the vitality of the CBD through a consistent architectural theme.
 - 1.2.3 Preserve the identity of the CBD as a distinct commercial district through the use of definite characteristics and features.
 - 1.2.4 Encourage community support of the activities of the Chamber of Commerce, Delano Merchants Association and the business community.
 - 1.2.5 Provide adequate parking facilities in the Central Business District (CBD) to accommodate the needs of the public.

1.3 Insure that the various types of commercial uses are located appropriately throughout the City in order to achieve effectiveness and convenience.

1.3.1 Allocate adequate areas for professional and office-related commercial uses.

1.3.2 Allocate appropriate areas for automobile-oriented commercial uses.

1.3.3 Maintain a distinction between neighborhood commercial uses and community commercial uses to achieve compatibility and to insure that the intent of these land uses are preserved and not in conflict with one another.

1.3.4 Discourage strip commercial development.

INDUSTRIAL OBJECTIVES AND POLICIES

1.1 Provide diversified industrial activities that would be beneficial to the community, both economically and environmentally.

1.1.1 Encourage industrial growth to stimulate the local economy and expand employment opportunities.

1.1.2 Designate industrial activities in areas that would present minimal adverse effects to the residents of the community.

1.1.3 Insure that air, water and noise pollutants do not exceed acceptable standards.

1.1.4 Promote all industries that would be compatible with surrounding land uses.

1.1.5 Promote the development of the existing industrial park.

1.1.6 Encourage the development of land that would be appropriate for industrial growth.

1.1.7 Protect planned and existing industrial uses from the encroachment of residential uses and other incompatible uses.

AGRICULTURE OBJECTIVES AND POLICIES

- 1.1 Preserve and protect prime agricultural land and retain its productivity as a viable economic resource in the Delano Planning Area.
 - 1.1.1 Prevent excessive parcelization of agricultural lands by establishing minimum parcel sizes to maintain agricultural viability.
 - 1.1.2 Encourage agricultural preservation measures, such as the Williamson Act, to inhibit rapid and unnecessary urban development.
 - 1.1.3 Promote an efficient use of water to insure adequate supplies for future generations.

PARKS AND RECREATION OBJECTIVES AND POLICIES

- 1.1 Provide adequate park and recreational opportunities to meet the needs and desires of the residents in the community.
 - 1.1.1 Insure that provisions for outdoor recreational facilities are located no farther than 1/2 mile walking distance from a residential subdivision.
 - 1.1.2 Allocate additional parkland commensurate to the direction and amount of growth experienced by the City.
 - 1.1.3 Insure consistency of the Land Use Element and the Open Space and Recreation Elements.
- 1.2 Insure continued cooperation between local school districts and the City.
 - 1.2.1 Consider joint recreation programs and facilities between local school districts and the City.

PUBLIC FACILITIES OBJECTIVES AND POLICIES

- 1.1 Provide adequate public facilities and services throughout the City to render residents with essential necessities and satisfactory amenities.
 - 1.1.1 Plan future public facilities with the extent and direction of community growth.
- 1.2 Provide well-rounded health care services and adequate facilities to the residents of the Delano Planning Area.
 - 1.2.1 Encourage the location of medical services in proximity to similar health facilities.
 - 1.2.2 Develop and expand hospital facilities commensurate to growth of the community.
 - 1.2.3 Locate sensitive medical facilities away from noise and odor-generating nuisances.
 - 1.2.4 Insure compatibility of health care facilities to adjacent land uses through effective use of screening and buffering techniques.
- 1.3 Promote adequate services and facilities that will meet the needs of various age groups in the community.
 - 1.3.1 Maintain and expand the activities at the Senior Citizens Center at other locations throughout the City.
 - 1.3.2 Encourage a variety of recreational programs through the City Parks and Recreation Department.
 - 1.3.3 Provide viable and constructive alternatives for the youth of our community.
 - 1.3.4 Encourage coordination of youth activities between the schools and the community.
 - 1.3.5 Provide public and private child care facilities that can adequately accommodate the needs of the public.
- 1.4 Insure that library services will be available and accessible to the residents of the community.

- 1.4.1 Encourage the continued use of the existing public and school libraries.
- 1.4.2 Support the social and cultural development of the community through viable library-sponsored activities.
- 1.5 Provide adequate educational facilities to meet the diverse needs of the community.
 - 1.5.1 Maintain and upgrade existing school facilities to insure their viability.
 - 1.5.2 Locate new schools consistent with future residential growth.
 - 1.5.3 Insure that incompatible land uses and potential safety hazards are situated away from school sites.
 - 1.5.4 Promote cooperation in the planning process between school districts and government agencies to insure consistency with community needs.
 - 1.5.5 Recognize school facilities as community resources and utilize them to their maximum potential.
 - 1.5.6 Support higher education programs, such as Delano Community College, that provide a viable outlet to the public.
 - 1.5.7 Explore the possibilities of joint projects between the City and the school districts that work toward the betterment of the community.
- 1.6 Promote the centralization of government offices to increase efficiency, effectiveness and convenience of City services.
 - 1.6.1 Continue to allow the placement of appropriate uses in the Civic Center District.
 - 1.6.2 Centralize the location of City departments at the Civic Center.
- 1.7 Provide adequate water and sewer services to accommodate the needs of the residents in the community.

- 1.7.1 Coordinate the expansion of water and sewer facilities with the planned growth of the City.
- 1.7.2 Guard against any potential water and sewage hazards by maintaining quality standards and appropriate mitigating measures.
- 1.7.3 Provide a viable drainage system to effectively channel storm water into holding basins and other appropriate locations.
- 1.7.4 Plan the expansion of water and sewer services commensurate with the growth of the community.
- 1.7.5 Insure consistency between the Land Use Element and the Environmental Management Element.

(Recreational consideration is identified in the Parks and Recreation Objectives of the Land Use Element and in the Environmental Management Element).

SOCIAL DEVELOPMENT GOALS, OBJECTIVES, AND POLICIES

- 1.0 Provide adequate social and entertainment stimuli for the population to improve the vitality of the community.
 - 1.1 Encourage viable family-oriented entertainment activities within the community.
 - 1.1.1 Provide a variety of commercial recreational opportunities to accommodate the various social needs of the community.
 - 1.1.2 Encourage the location of appropriate entertainment facilities and activities to adequately meet the needs of the youths in our community.
- 2.0 Promote awareness of the rich cultural amenities of the community.
 - 2.1 Encourage community interest in the historical background of the City of Delano.
 - 2.1.1 Show continued support of the activities of the Delano Historical Society.
 - 2.1.2 Promote programs in the schools and libraries to educate the public on Delano's rich history.
 - 2.2 Recognize Delano's rich ethnic background by promoting an image of an international community.
 - 2.2.1 Promote the development of multi-cultural attraction center, such as International Village.
 - 2.2.2 Encourage total community involvement at all cultural festivals and events through active participation and support of local government, civic groups, and business organizations.
 - 2.2.3 Promote the continued policy of utilizing historical and cultural names for the designations of city streets.

ECONOMIC DEVELOPMENT GOALS, OBJECTIVES AND POLICIES

1.0 Maintain a healthy economic environment for the residents in the Delano Planning Area.

1.1 Provide diverse employment opportunities for all residents in the area.

1.1.1 Encourage job opportunities in skilled and unskilled professions.

1.1.2 Encourage public and private employment training programs that promote job opportunities for the unemployed and the unskilled.

1.2 Encourage the development of land that would be appropriate for economic growth.

1.2.1 Locate industrial development on the perimeter of the community.

1.2.2 Encourage the proper expansion of business and commercial activities to accommodate the needs of the consumers.

1.3 Promote a harmonious balance between the agricultural industry and other types of industries.

1.3.1 Encourage agriculture related industries that would utilize the local agricultural resources.

1.4 Recruit new economic activity which will benefit the community.

1.4.1 Promote new non-agricultural, non-seasonal industries to relieve instability in the local economy.

1.4.2 Attract supplemental industries to fill seasonal slack periods.

1.5 All activities of Economic Development should be in keeping with laws and policies safeguarding the environment.

CORRESPONDENCE BETWEEN GENERAL PLAN, LAND
USE ELEMENT DESIGNATIONS, AND CITY ZONE
ORDINANCE

GENERAL PLAN DESIGNATIONS →															
ZONE ORDINANCE DESIGNATIONS ↘	AGRICULTURE	ESTATE RESIDENTIAL	LOW RESIDENTIAL	MEDIUM RESIDENTIAL	HIGH RESIDENTIAL	COMMUNITY RETAIL COMMERCIAL	PROFESSIONAL OFFICE / COMMERCIAL	GENERAL SERVICE COMMERCIAL	NEIGHBORHOOD COMMERCIAL	LIGHT INDUSTRIAL	HEAVY INDUSTRIAL	GOVERNMENT USE / PUBLIC	PARKS	A P AIRPORT	
RA (RESIDENTIAL AGRICULTURE)	●	●	●	●	●							○	●		
ER (ESTATE RESIDENTIAL)			●	●	●							○	●		
R-1 (SINGLE-FAMILY RESIDENTIAL)			●	●	●							○	●		
R-1-5 (SINGLE-FAMILY RESIDENTIAL RURAL)			●	●	●							○	●		
R-1-8 (SINGLE-FAMILY RESIDENTIAL)			●	●	●							○	●		
R-2 (LIMITED MULTIPLE FAMILY RESIDENTIAL)				●	●							○	●		
R-3 (MULTIPLE-FAMILY RESIDENTIAL)					●							○	●		
R-4 (MULTIPLE-FAMILY RESIDENTIAL)					●							○	●		
MS (MOBILE-HOME SUBDIVISION)			●	●	●							○	●		
MP (MOBILE-HOME PARK)				●	●							○	●		
C-C (CIVIC CENTER)							●					●	●		
C-R-C (COMMUNITY-RETAIL- COMMERCIAL)						●						○	●		
CN (NEIGHBORHOOD CONVENIENCE CENTER)								●				○	●		
PO (PROFESSIONAL OFFICE)						○	●	○	○	○	○	○	●		
GS (GENERAL SERVICE)								●		●	●	○	●		
C-2 (LIMITED COMMERCIAL)								●		●	●	○	●		
C-1 (CENTRAL COMMERCIAL DISTRICT)						○									
PC (PLANNED COMMUNITY)		○	○	○	○	○	○	○	○	○	○	○	○		
AD (AIRPORT DEVELOPMENT)												○		●	
LM-1 (LIMITED MANUFACTURING)								●		●	●	○	●		
M (MANUFACTURING)										●		○	●		
U (UNCLASSIFIED)	○	○	○	○	○	○	○	○	○	○	○	○	●	○	

NO SIGNIFICANT CORRESPONDENCE OF
ZONE PLAN DESIGNATION TO GENERAL
PLAN DESIGNATION



PARTIAL CORRESPONDENCE OF ZONE
PLAN DESIGNATION TO GENERAL PLAN
DESIGNATION



COMPLETE OR SUBSTANTIALLY COMP-
LETE CORRESPONDENCE OF ZONE
PLAN DESIGNATION TO GENERAL PLAN
DESIGNATION



LAND USE CLASSIFICATION OUTLINE

The purpose of this section is to ensure coherence and consistency between the Land Use Map and the General Plan text. While Areas throughout the City and the Planning Area have been given land use designations on a map, the Land Use text can complement the designations by establishing the criteria for each land use. By corresponding the Map and the text, the intent of the designations can be maintained. The Zoning Ordinance is the implementation tool that more specifically defines the type of land uses that can be accommodated by the Land Use Element of the General Plan 2001. Although the General Plan is broader than the Zoning Ordinance in scope, the two development guidelines must be internally consistent. The following guideline outlines the types of uses that are allowed by the Land Use Element and the standards of development for each designation.

RESIDENTIAL

Classifications

Estate Residential: Very low density. A maximum of one (1) dwelling unit per acre.

Low Density Residential: Low density. One (1) to five (5) dwelling units per gross acre.

Medium Residential: Medium density. Six (6) to fifteen (15) dwelling units per gross acre.

High Residential: High density. Fifteen (15) to twenty-nine (29) dwelling units per gross acre.

Standards of Development

1. Density classifications do not imply a specific dwelling type (i.e., 5 dwelling units per gross acre to be developed for conventional single-family units); rather it pertains to the number of units that can be accommodated regardless of type or mix.
2. Clustering and a mixture of unit types is encouraged, according to the following conditions:
 - a. Open space is classified as a "non-buildable" area, available for recreational use and aesthetic relief;

- b. the development complies with the City's Planned Residential Development guidelines;
 - c. there are no adverse impacts on adjacent properties.
- 3. Mobilehome development on single-family residential zones is allowed, according to the following conditions:
 - a. the development is consistent with the intent of SB 1960;
 - b. the development complies with the City's Mobilehome-Subdivision Ordinance (City Ordinance 676);
 - c. there are no adverse impacts on adjacent properties.

COMMERCIAL

Classifications

Community Retail: Extensive retail sales. Intended to accommodate the diverse consumer needs of the population by providing a wide variety of goods and services. The main components of the Community Retail are the Central Business District and Community Shopping Centers. These two commercial types generally cater to the pedestrian shopper and are recognized as the major market areas of the City. With retail establishments centralized in strategic locations in the City, an abundance of goods and services is readily accessible to the consumer. Examples of community retail uses include department stores, clothing and shoe stores, financial institutions, health care establishments, theatres, and similar retail outlets.

Professional and Office: Intensive professional or business office use. Emphasis is toward provision of services rather than sale of goods. This commercial designation can be characterized by a more specialized clientele and a less intensive traffic flow. Examples of Professional and Office uses include medical and dental offices, public accountant agencies, and legal services such as attorney offices.

Neighborhood Commercial: Limited commercial use. Designed to accommodate the needs of surrounding residential subdivisions. Providing convenience and necessity goods to the residents of the adjacent neighborhoods is recognized as its primary purpose. They are not intended to accommodate large retail goods establishments or to act as a major destination point within the City. The primary use of a Neighborhood Commercial area is a grocery store. Other uses include gasoline service stations, pharmacies, liquor stores, and launderettes.

General Service: Includes a broad spectrum of commercial uses. Primarily serves the needs of the vehicle-oriented shopper. It can be used to insure proper highway commercial development as well as providing adequate servicing of vehicular related products. It is also used to designate areas for heavier types of commercial uses and semi-industrial uses that are not more appropriate under any other designation. Examples of permitted uses in this designation include hotels, restaurants, gasoline service stations, auto repair shops, hardware stores, and agriculture and farm-implement stores.

Standards of Development

- 1a. The acreage in areas designated as Neighborhood Commercial shall not exceed 7 acres. It should serve a minimum population of at least 3,500 persons.
- 1b. Areas designated as Commercial and Office are generally designed to maintain a consumer-service character rather than a consumer-product character. However, consumer-product businesses will be permitted as long as it is consistent with the designations in the zoning ordinance. Proposed Professional and Office areas, with the exception of those properties located in the Central Business District and those properties recognized as existing commercial lots of record, shall be a minimum of one acre.
- 1c. The acreage in areas designated as Community Retail Commercial shall be a minimum of 7 acres and should serve a minimum of 7,000 persons. A distinction between Neighborhood Commercial and Community Retail Commercial must be maintained to ensure appropriate placement of these uses.
- 1d. Lot sizes for General Service Commercial uses may vary, depending on adjacent land uses and type of commercial use being proposed. Preferred minimum area for General Service Commercial is one acre.

2. Although a commercial designation has not been depicted on the land use map, a commercial use can be considered if the proposed area meets all of these requirements:

- the site is greater than 5 acres;
- the site is located at the intersection of major streets, minor streets, collectors, or a combination of any of the aforementioned street types;
- there are no additional commercial uses that exist or are planned. (Designated by the Land Use Map and the Zoning Map) within 1,320 feet.

INDUSTRIAL

Classification

Light Industry: Limited industrial use. Emphasis will be on minimal nuisance or pollution to other uses within the area and to adjacent districts. Examples of permitted uses under this land use designation include warehousing and storage, research and development facilities, limited manufacturing and other compatible uses.

Heavy Industry: Intensive and exclusive industrial use. Operations and activities may be incompatible and hazardous to surrounding uses. It should be designated in areas having "non-sensitive" uses. Because of its intensive nature, heavy screening and landscaping should be used. Mitigating measures should be taken to preserve regional air quality.

Standards of Development

1. Uses approved by the City must be consistent with the intent and purpose of the designated industrial categories.
2. Proposed uses shall be reviewed for consistency with the City's General Plan's Land Use designations and Zoning Ordinance.
3. Adequate water and sewage supplies are available.
4. Buffering and landscaping techniques should be emphasized to mitigate visual and acoustical hazards.
5. Other feasible mitigating measures are to be applied to reduce potential environmental hazards.

6. All potential adverse environmental impacts are addressed by lead agency.

PARKS

Classification

Public Parks: Outdoor recreation land. Existing parks are specifically delineated; future parks are depicted symbolically.

Conditions of Development

1. Existing uses: Locations are established.
2. Future uses: Specific park locations are not situated on the land use map unless the property is publicly owned. The locations shall correspond to the direction and extent of residential growth. The placement of future parkland is generally identified in the Environment Management Element of General Plan 2001.

SPECIAL CONSIDERATION AREAS

Some areas in the City of Delano and the Delano Planning Area are deemed "highly-sensitive" and should be especially protected from adverse environmental conditions. Because of the potentially hazardous impacts to these areas, special management measures should be employed to accommodate the unique characteristics of the environment. Special Consideration Areas are illustrated on Map LU-k. All proposed development in these areas are subject to exclusive conditions of development in addition to those identified in their particular Land Use classification.

Noise Management Areas: Before a development project can be approved, it must implement special requirements specified by the City Planning Department and the Engineering Department. These requirements are specified in areas exceeding a Ldn 65 dB (A):

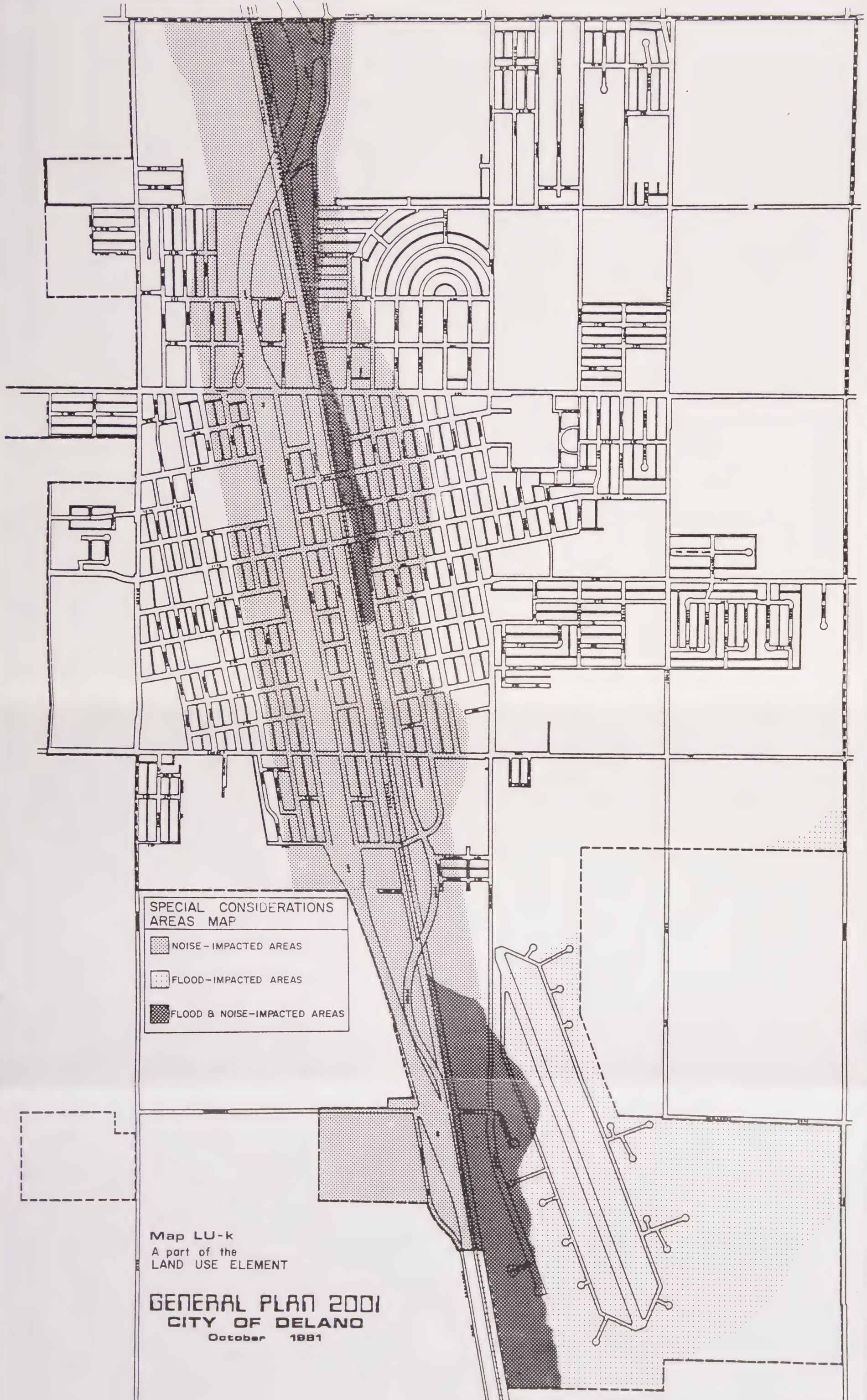
1. Residential uses with a density greater than one (1) unit per acre shall be permitted if any of the following noise reduction measures can be successfully implemented:

-construction of a noise buffer/barrier (i.e., concrete block wall, berms, trees) between the noise generator source and the receptor. The intent of this requirement is an effective decrease of noise exposure below the Ldn of 65 dB (A) on the site;


-dwelling units can be sited outside the Ldn of 65 dB (A) contour.


2. Critical noise-sensitive uses (i.e., schools, health care facilities) shall be excluded.
3. Non-sensitive industrial, commercial, and open space uses, and public utilities (i.e., water storage tanks, substations) shall be permitted.


Flood Hazard Areas: In areas deemed by the City Engineer as being within the 100-year flood zone, all proposed development must implement appropriate protective measures. These measures, subject to the approval by the City Engineer, shall not adversely affect drainage of surrounding properties and shall not increase the flood potential in the area. One of the protective measures shall include a provision that the construction pad of the project shall be no less than one foot above flood elevation.



**SPECIAL CONSIDERATIONS
AREAS MAP**

 NOISE - IMPACTED AREAS

 FLOOD - IMPACTED AREAS

 FLOOD & NOISE - IMPACTED AREAS

Map LU-k
A part of the
LAND USE ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981

LAND USE ACTION PROGRAMS

Once a local government has adopted its General Plan, local officials must implement it. A city can utilize a variety of tools to carry out the intentions of the policy document, including zoning ordinances, building regulations, and subdivision standards. If the goals and objectives of the General Plan are to be served effectively, the implementation programs must be adapted specifically to the needs of a local area.

This section identifies several implementation procedures, techniques, and programs that should be used by the City of Delano to effectively apply the Land Use Policies and the Land Use Map.

The Land Use Action Programs are as follows:

1. The City Council should adopt and enforce the Land Use Policies, the Land Use Map, and the Conditions of development for its incorporated boundaries and its planning area.
2. The City should encourage the County of Kern and the County of Tulare to incorporate pertinent land use goals, policies and programs cited in this element for the City Planning Area.
3. The City of Delano Zoning Ordinance should be revised and modified to be consistent with the land use policies and goals cited herein. Increases in the zoning density should be proposed by the property owner only and not as a unilateral action.
4. Zoning increases granted at the request of the landowner should be held valid for a two (2) year period and if development has not commenced in

that period the zoning should revert to its original classification. An extension should be granted only if the owner can adequately demonstrate that development will proceed in twelve (12) months.

5. Modification of the existing zoning designations to proposed uses and densities greater than permitted by General Plan 2001 will necessitate a change in the Plan. Changes to the General Plan are only permitted on three (3) occasions during any year. The criteria which should be utilized in evaluating the appropriateness of a General Plan change should include:
 - a. economic costs and benefits;
 - b. significant environmental effects;
 - c. compatibility with adjacent land uses;
 - d. impacts on traffic and circulation systems;
 - e. adequacy of public service systems (i.e., sewer, water, police, fire) to accommodate the change;
 - f. impacts on long-term development phasing of the City.
6. For proposed land use developments consistent with the goals and policies of the General Plan, the City should establish an environmental procedure consistent with the requirements of the California Environmental Quality Act (CEQA).
7. All requests amending the General Plan shall be considered according to the policies and procedures established by the City Council and Planning Commission.
8. The City Planning Department should encourage the application, adoption, and inclusion of Specific Plans (such as Planned Unit Development projects) in the General Plan to insure effective and efficient use of residential, commercial, industrial, or mixed development.
9. The City should initiate annexation feasibility analysis of areas within its planning area. Priority preference should be given to land adjacent to City boundaries. When a proposed development is not contiguous to existing service areas, the city or the affected service agency shall:
 - a. identify the costs of providing service to the project;

- b. identify the costs of the design improvements necessitated by the project as well as indirect costs to other property in the area;
 - c. assess the potential culminative impacts of the project on the entire community.
- 10. The City should pursue the expansion of public service, infrastructural systems, and socio-cultural systems as demand occurs. It must be demonstrated that sufficient revenue can be generated to support the system(s). Public service programs should include the following:
 - a. Sewage Systems
 - 1) Expansion of service lines;
 - 2) Expansion of the treatment facility.
 - b. Water Systems
 - 1) Expansion of service lines;
 - 2) Construction of new water wells to accommodate the water needs of the existing and future population;
 - 3) Exploration of new processing and infiltration techniques to reduce water quality hazards.
 - c. Energy Systems (Electric, Gas)
 - 1) Expansion of service lines;
 - 2) Implementation of and encouragement of energy conservation measures;
 - 3) Expansion of generation systems.
 - d. Roads, Highways, and Transit
 - 1) Development of and expansion of systems consistent with the policies and programs of the Circulation Element;
 - 2) Development of new modes of travel;
 - 3) Encouragement of reduced vehicle miles traveled.
 - e. Communication (Telephone)
 - 1) Expansion of service lines.

f. Solid Waste

- 1) Expansion and development of solid waste removal routes;
- 2) Construction of new County landfill as required.

g. Civic and Cultural (museums, libraries, performing arts, etc.)

- 1) Expand as sufficient revenue is available;
- 2) Disperse in proximity to the user community;
- 3) Establish a civic center area as the focal point of community activity, incorporating libraries, museums, meeting rooms, and other appropriate facilities.

h. Public Safety (Police and Fire)

- 1) Expand the personnel and facilities as required;
- 2) Disperse throughout the community to meet the needs of the residents;
- 3) Establish a fire station west of the Southern Pacific Railroad to adequately protect the residents from fire hazards.

i. Health Services

- 1) Expand the personnel and facilities as required;
- 2) Develop a systematic service delivery system, and as appropriate, mobile treatment units;
- 3) Provide emergency health care services west of the Southern Pacific Railroad tracks.

j. Recreation

- 1) Expand consistently with the policies and programs of the Recreation component of the Environmental Resources Management Element.

11. The existing sign ordinance should be enforced by City staff after the statutes have been reviewed for possible revision.

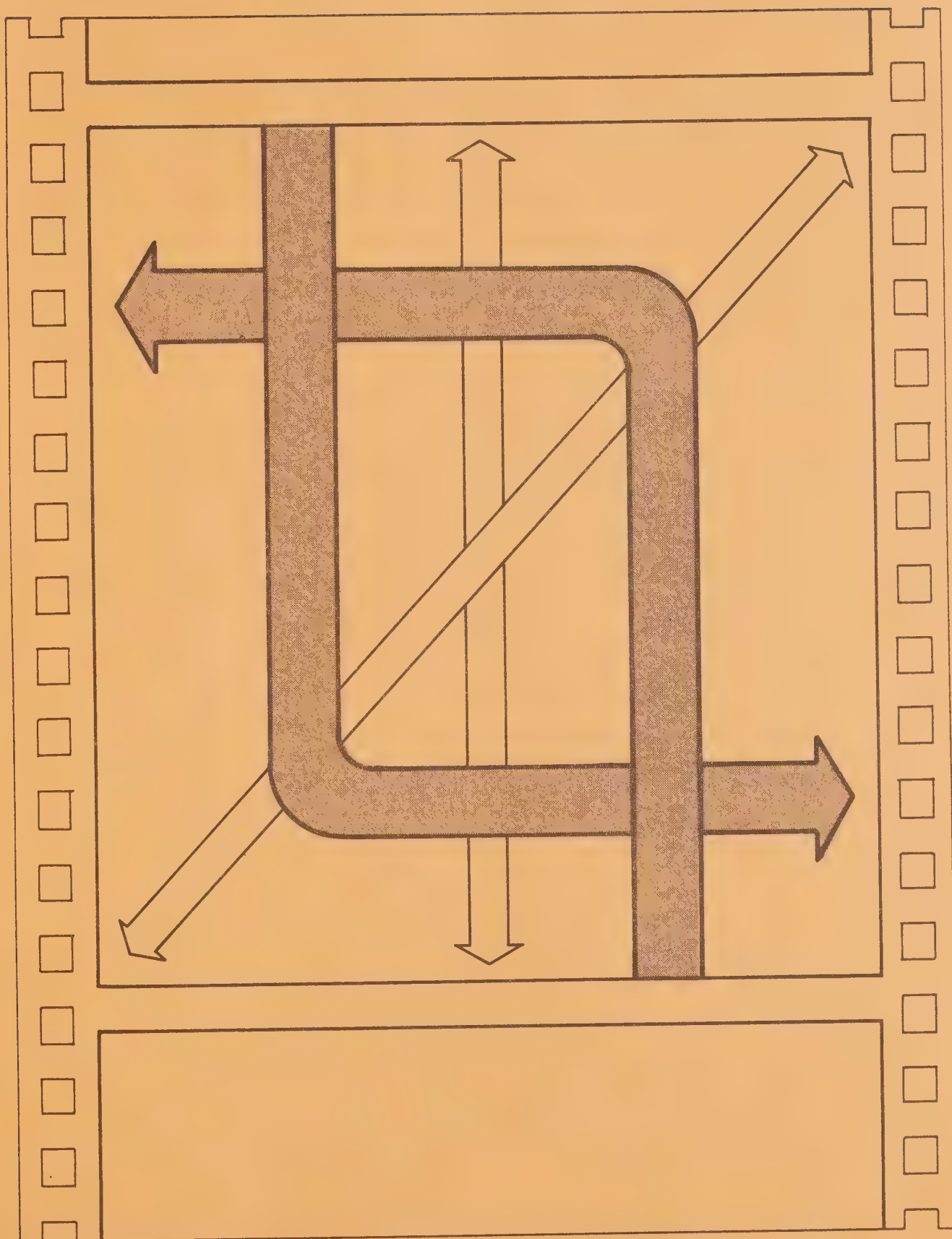
12. The City Subdivision Standards and the City Subdivision Regulation Ordinance must be revised to be consistent with the General Plan and the Zoning Ordinance.

13. The City should establish architectural and design standards for all classes of commercial and industrial development in the City. This review shall include:
- a. siting of structures and building coverage;
 - b. mass relationships of structures to the site and other structures;
 - c. building form and height;
 - d. color;
 - e. materials (structure and facade);
 - f. signage;
 - g. landscaping;
 - h. parking and access;
 - i. paving;
 - j. general design quality.

The development projects will be reviewed by an informal committee composed of staff members from Planning, Building Inspection, Parks and Recreation, and Public Works Departments.

14. The City should hire the services of a grantwriter/economic development specialist to aid in growth of the community. Because of Delano's diverse ethnic composition and its low median income levels, the City is eligible for an abundance of Federal and State financial assistance programs. Employing a person with the expertise in grant writing and administration increases the potential for an application submitted by any city department to be approved. Furthermore, this specialist would be able to assist the local businessman and encourage the relocation of outside industries into Delano.
15. The City should analyze design improvement proposals prepared for the City and consider the implementation of such proposals. The Urban Design Proposals submitted by the California Polytechnic State University at San Luis Obispo is one such example that should be considered for development.
16. The City should initiate the preparation of a master landscaping plan for designated public rights-of-way and properties in the City. Areas designated under this plan should be identified by the Parks and Recreation Director and the Planning Department. This plan should: 1) identify appropriate vegetative species; 2) specify a planting strategy and prioritization process; and 3) identify various funding sources. Furthermore, an aggressive fund acquisition program should be pursued by the City.

17. In order to promote development in the City, the Planning Department and Building Department should enforce Section 7151.6 of the City Zoning Ordinance, relating to speculation zoning. Under this portion of the Ordinance, urban development that has been rezoned for commercial use (Community Retail and Neighborhood Commercial zones) shall proceed within two (2) years of the date of approval. If development has not proceeded, the Planning Director has the duty to report to the commission that the land be reverted to its former zone. An extension should be granted only if the owner can adequately demonstrate that development will proceed in twelve (12) months. The intention of Section 7151.6 is to encourage growth in the City.



INTRODUCTION

The Circulation Element of General Plan 2001 provides for the transportation needs of the community. The purpose of this element is to identify issues and establish policies concerning street and highway development, mass transportation, and other transportation concerns.

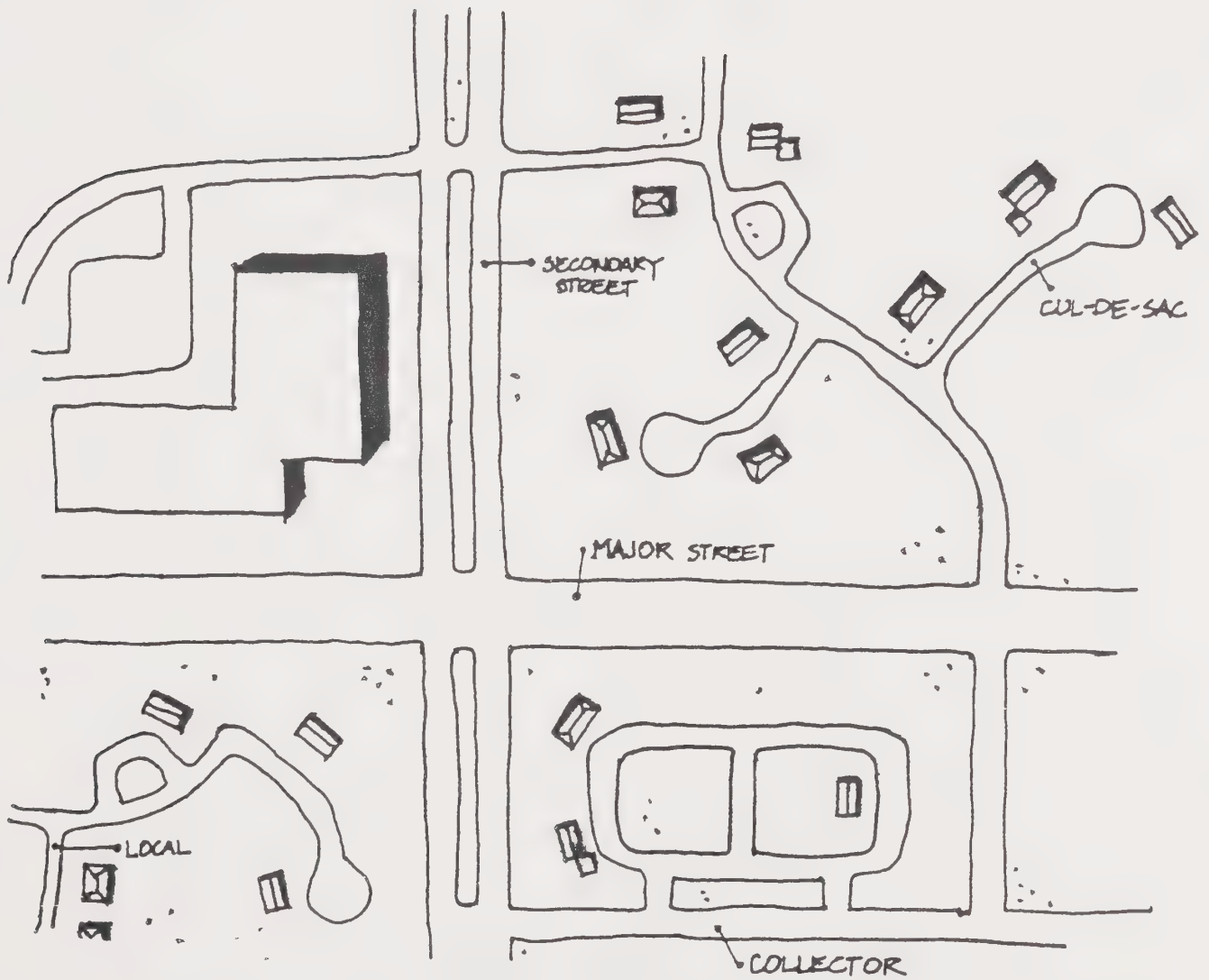
A circulation system plays an important role in determining where people will live and where stores and factories will be sited. It also has an impact on community continuity and the quality of human life. This circulation system must be accessible to all segments of the Delano population, especially the disadvantaged, the poor, the elderly, and the developmentally disabled. Moreover, since the economic activities within the City require the movement of materials and products, the Circulation Element is recognized as having a direct effect on the vitality of Delano's economy.

According to state law, all city and county general plans are required to prepare a Circulation Element. Section 65302(b) of the California Government Code states that the element must include

" . . . the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the Land Use Element of the General Plan."

The Circulation Element must be closely related to the Land Use Element because one element affects the other. It is

important to ensure that the plans of the circulation system remains consistent with the type and intensity of the City's proposed land use pattern.



FRAMEWORK

The Circulation Element of General Plan 2001 shall be structured in the following manner:

- A. Assessment of the major transportation modes with an analysis of conditions and trends.
- B. Identification of major circulation issues.
- C. Graphic description of various street types throughout the city indicating minimum size requirements.
- D. Outline of circulation policies that will help guide the transportation needs of the community.
- E. Presentation of Circulation Map which graphically illustrates the transportation system within the Delano area.
- F. Listing of Circulation Action Programs and Funding Sources that are to be implemented to insure attainment of circulation policies. Also, current funding sources for various transportation programs are listed.

EXISTING STREET NETWORK

The existing street and highway system within the City of Delano is composed of 91 miles of surface streets. These streets are classified in a hierarchy system according to their size and function. Street types range from local streets which carry the lightest amount of traffic to major arterials and state highways which carry the heaviest loads. An explanation of this street hierarchy is discussed later in this section.

Historically, the City maintains a regular grid-pattern transportation system, which is consistent with the other cities throughout the San Joaquin Valley. Major arterials are constructed in one-mile intervals with minor arterials occurring, or being planned for at one-half mile spacing. All other street types are located according to need and feasibility.

Prominent exceptions to the grid pattern format are the State Highway 99 and the Southern Pacific Railroad Line which traverse the City in a northwest-southeast direction.

New subdivisions, however, have shifted away from the monotonous grid pattern and have introduced cul-de-sacs and curve-linear streets. High construction costs, quieter neighborhoods, and interesting vehicular paths are the major reasons for the recent change. Examples of these innovations in the transportation network can be found throughout northeast Delano. The most heavily travelled routes in the City are major arterials, namely Cecil Avenue, which runs in a west-east fashion

and High Street which runs in a north-south direction. Current volumes of these streets are 12,800 vehicles per day and 6,000 vehicles per day respectively.

Vehicular traffic into and out of Delano is greatly influenced by State Highway 99 and State Highway 155. State Highway 99 is recognized as the major truck route in the State of California with the majority of produce and goods being shipped to southern California and northern California along this roadway. Similarly, State Highway 155 receives an abundant amount of traffic because of its significance as an east-west travel route. The destination points of this vehicular path are the Central Coast to the West and the Sierra Nevada foothills to the East.

With the exception of the vehicular problems identified in the Circulation Issues section, the existing street network is able to support present travel demands without a significant amount of congestion. However, if the City of Delano is to continue providing efficient and effective circulation systems, an adequate circulation plan which is commensurate to land use development must be maintained.

HEAVY VEHICULAR TRAFFIC

Although the City of Delano maintains a designated truck route throughout the City, the system generally has not been adhered to. Presently, diesel trucks are visible on collectors, narrow commercial thoroughfares and sometimes on local residential

streets. Excessive truck travel on these inappropriate routes should be discouraged in order to protect the safety of the children, preserve the quietness of the residential neighborhoods, and relieve traffic congestion on the streets.

Heavy vehicular traffic should occur along major and secondary arterials of the City. This recommendation is logical since the major destination points of these types of vehicles (i.e., supermarkets, industrial plants) are primarily located on arterials. It will be important to strategically place the major activity centers throughout the City to ensure efficient circulation routes to and from the destination points. Realizing the impact of the trucking industry in an agriculturally-oriented area, the City must implement viable solutions that will be beneficial to all parties.

PUBLIC TRANSPORTATION

The City of Delano established a public transportation service to the community in September of 1979. Before this time, the City of Delano did not have an existing public transportation service. The Delano Dial-A-Ride Transportation Service established by the City of Delano is a demand-response system. Under this system, a person in the community may call to be picked up and delivered to a particular point. A vehicle will pick this person up and deliver that person to that particular point of destination. This system uses four (4) vehicles which are capable of holding seven passengers each. The system also has

a nine-passenger van equipped with a wheelchair lift and two tie downs.

The fare structure seems to be economical for both the City and the community. The citizens, whether elderly, handicapped, or low income can ride anywhere in the city limits for a nominal price to their budget.

The public transportation system is currently being used by eight (8) to ten (10) thousand passengers a month. This is in comparison to four (4) thousand passengers a month at the beginning of the system's creation. Therefore, it can be concluded that by increasing the number of hours the system is in operation, the current passenger numbers will increase even more during the years ahead. A graph showing the success of the City of Delano's public transit system is illustrated in Graph C-6.

The City of Delano also has entered into a joint powers agreement with the County of Kern to service the unincorporated areas surrounding Delano. This system covers a six (6) mile radius around the City of Delano. The system uses the same vehicles as described above. Since the City uses the same vehicles to transport the passengers, it has become necessary to buy additional vehicles capable of carrying more passengers. With the growing concern of a rural community transporting people to an urbanized community in the future, it will become

evident that there will be a need for additional funding, vehicles and operating costs. The transportation system in connection with senior citizens' nutrition program is providing transportation services to the elderly and handicapped for the nutrition program.

The City's only link to an urban community at the present time is by Greyhound and Continental Trailways. These two (2) systems are providing an adequate link to urban communities. The City's transportation system is a vital link to the Greyhound and Continental Trailways system. The City's transportation system must be maintained as well as expanded if the City is going to provide successful transit service.

RAIL TRAFFIC

The Southern Pacific Railroad is the only freight train service in the Central Valley. It is heavily used due to the significance of agriculture in the area. Several cold storage facilities are located along the Southern Pacific Railroad Line, allowing locally-grown produce to be shipped quickly.

The location of the railroad tracks creates a serious problem for the vehicular transportation of the City. Although there are no plans by Southern Pacific to expand and construct new or additional facilities, train traffic congestion is evident. The Southern Pacific Railroad Line generally carries 24 train movements per day (equivalent to one movement per hour). There are approximately 100 cars for each train movement. Travelling at a speed of 55 miles per hour, a train movement averages

five to seven minutes through the City.

With the exception of an underpass located near Woollomes Avenue, the east-west travel routes are closed during various times throughout the day. Traffic congestion is intensified at seven city railroad crossings, namely County Line Road, Cecil Avenue, Garces Highway, Woollomes Avenue, 13th Avenue, 12th Avenue and 11th Avenue. This traffic delay also has a direct effect on the movement of safety vehicles and their ability to respond to emergencies west of the tracks.

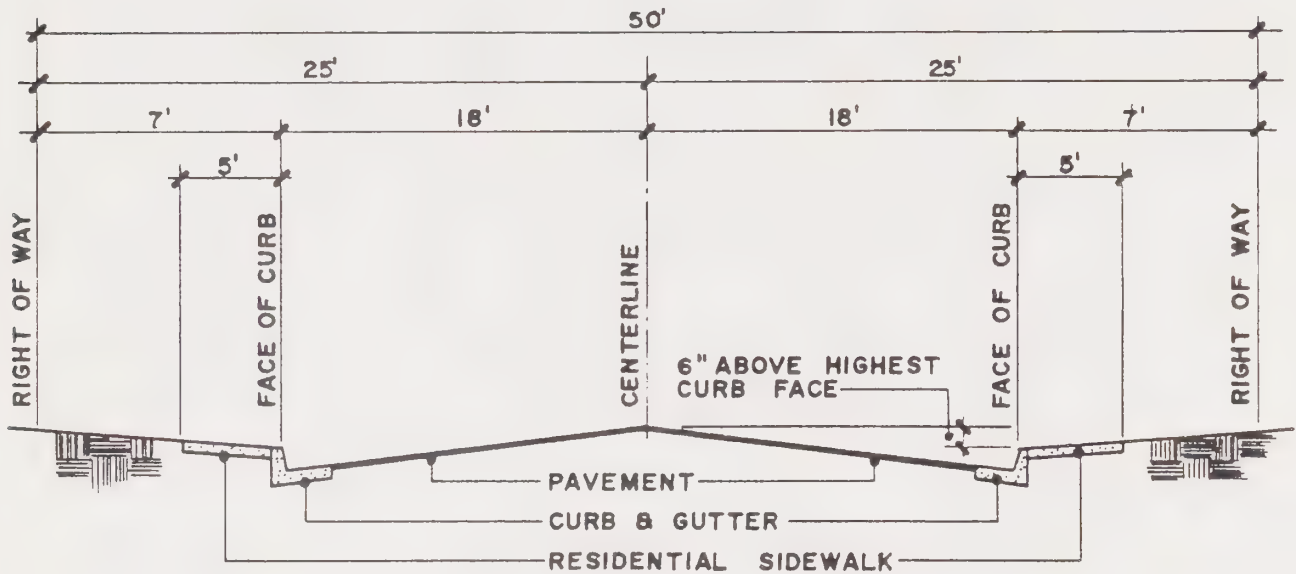
BICYCLE TRAFFIC

The need for an energy efficient transportation mode is recognized by the City of Delano. Currently, the Planning Department is preparing a Bicycle Plan for the City. This Bicycle Plan (which will be reviewed by City Council for their consideration) encourages and facilitates the use of bicycles within the Delano Planning Area. Furthermore, funding for bicycle racks and bicycle lanes has been approved by the State of California.

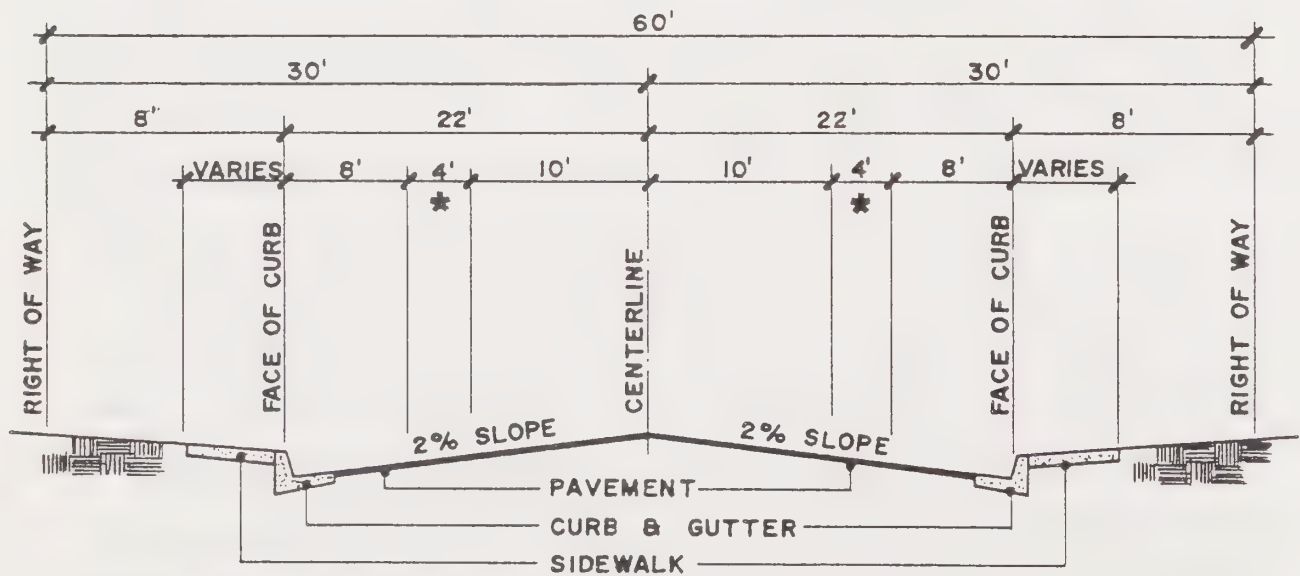
There are approximately 13 miles of City streets designated for bicycle use. These streets are consistent with the ones designated in the Circulation Plan of General Plan 2001. Randolph Street, Eleventh Avenue, Lexington Street, and Norwalk Street are some of the City streets designated for bicycle use. Bicycle travel will be discouraged on major streets to ensure bicycle safety and recreational enjoyment.

TYPICAL STREET TYPES

CITY OF DELANO

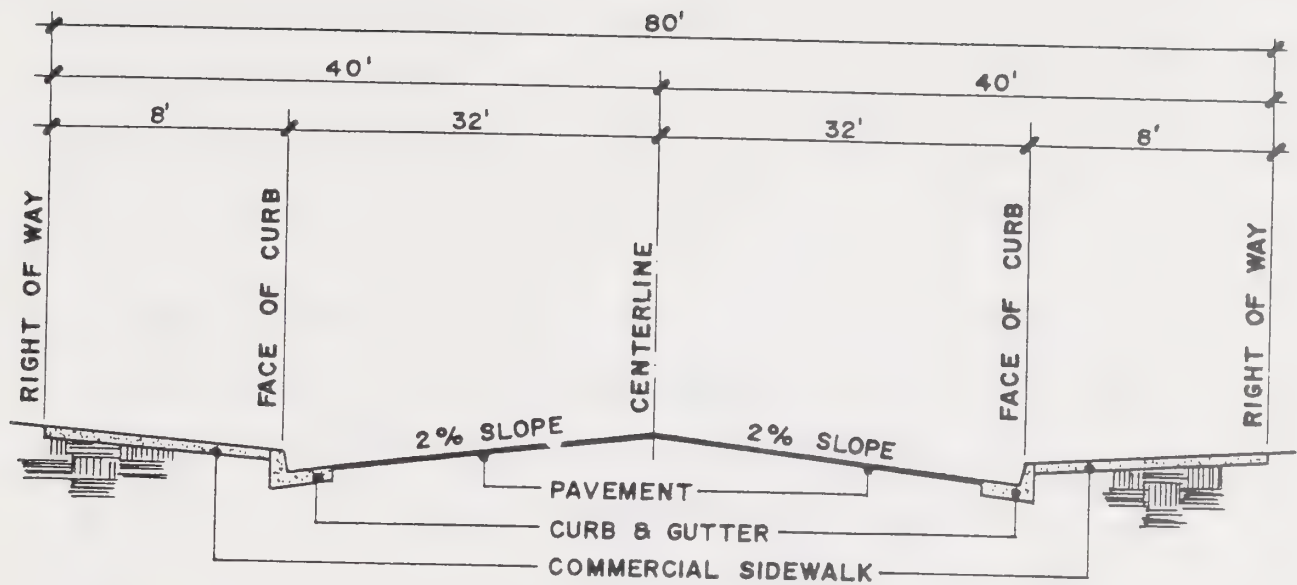


LOCAL RESIDENTIAL STREET

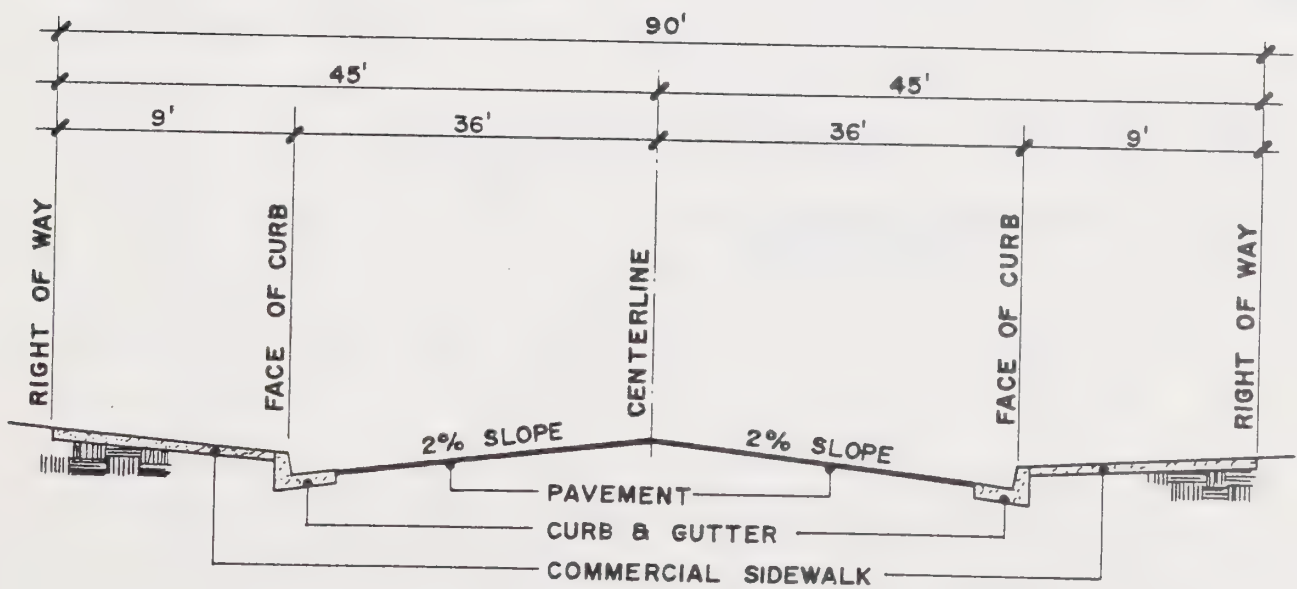


* - BIKE LANE MAY BE REQUIRED

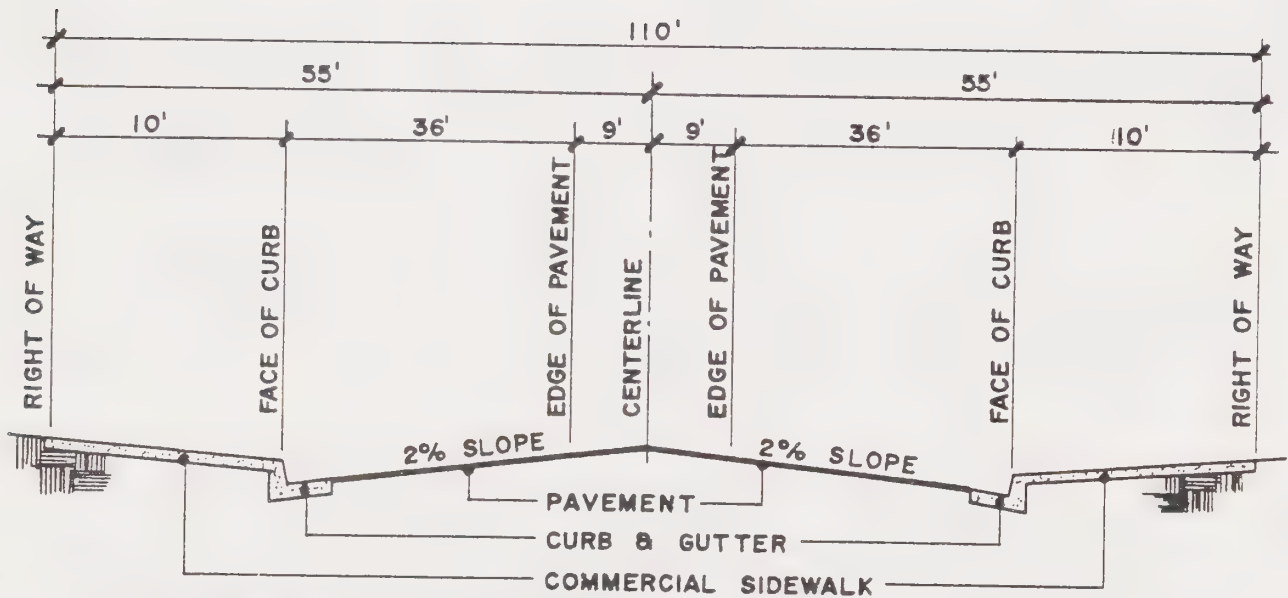
RESIDENTIAL COLLECTOR



SECONDARY STREET



MAJOR STREET



NOTE: CONSTRUCTION A PAVED OR LANDSCAPED MEDIAN WITH A/C OR CONSTRUCTION OF A TURNING LANE MAY BE REQUIRED.

MAJOR HIGHWAY

CIRCULATION DEFINITIONS

A circulation system is needed to provide adequate movement of people and goods. Streets, a component of the circulation system, generally refers to an improved facility used for vehicular traffic. Various street types have different purposes and functions. The function of a street usually dictates its size and location. (Pictorial C-a)

HIGHWAY - Street type designed to allow efficient movement of large volumes of through traffic across the city. They are normally intended for high speed travel and utilize a minimum of two (2) lanes travelling in the same direction. It can be a state highway or a major thoroughfare used to connect the city with other parts of the county. (Minimum R.O.W.-110')

MAJOR STREET - Street designed to carry heavy volumes of traffic through various sectors of the city. It provides circulation from major activity centers to residential areas. (Minimum R.O.W.-90')

SECONDARY STREET - Street used to provide heavy volumes of traffic through the city. Its traffic capacity is less than a major arterial but larger than that of a collector. (Minimum R.O.W.-80')

COLLECTOR - Street used to provide traffic movement between major/secondary arterials and local streets. Because of its primary function of funneling (moving) traffic from local residential

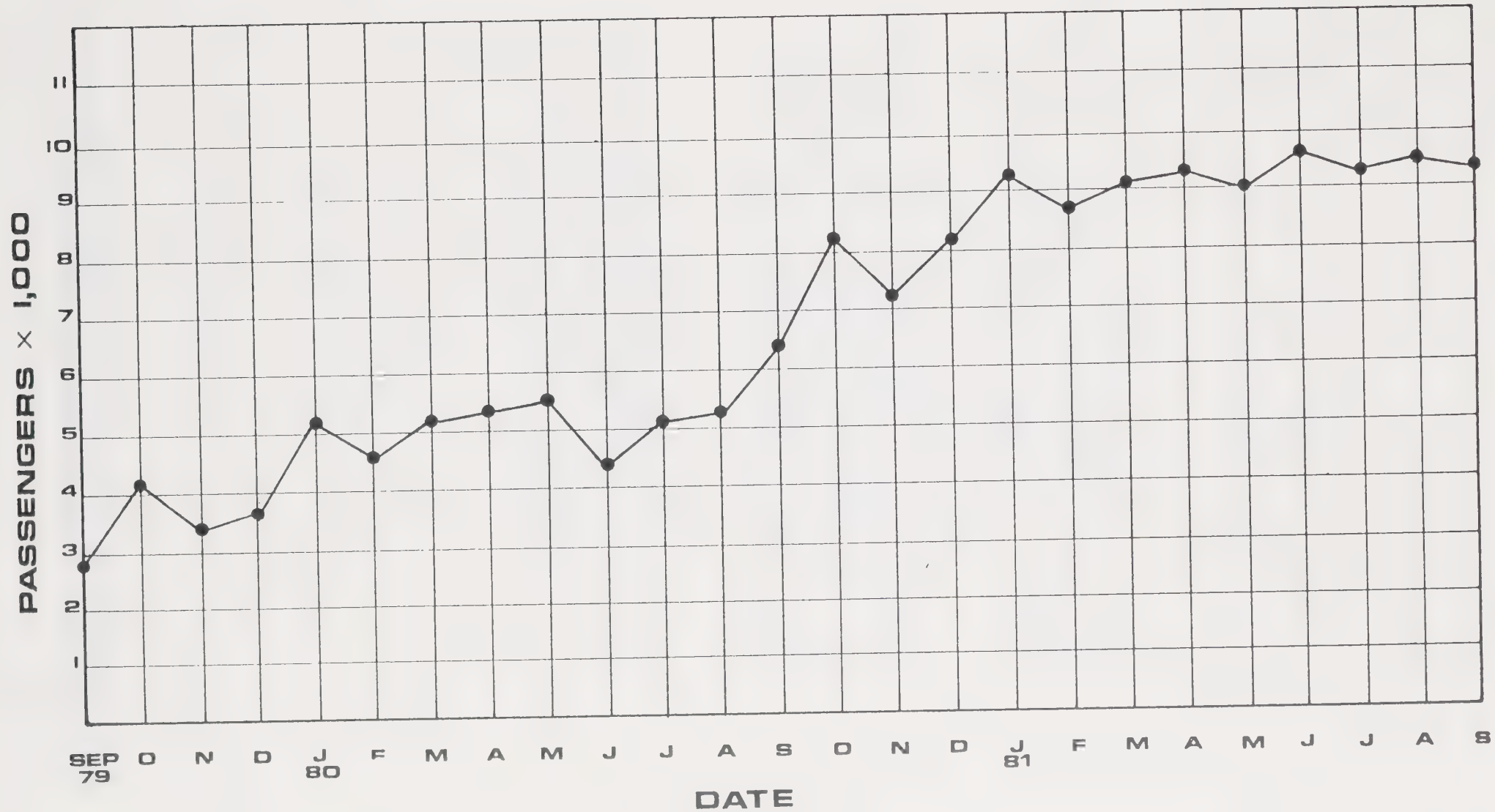
streets to heavier circulation routes, the collector streets should not form a continuous system. This will discourage the tendency for people to use the collectors as major arterials. (Minimum R.O.W.-60')

LOCAL - Street designed to provide direct access to residential sites, commercial businesses, and abutting land. Through traffic movement should be discouraged on local streets as it is intended to handle only limited traffic. (Minimum R.O.W.-50')

ALLEY - Street designed to provide secondary access to abutting residential, commercial, and industrial property. (Minimum R.O.W.-20')

DIAL-A-RIDE TRANSPORTATION MONTHLY PASSENGER USAGE

CITY OF DELANO



CIRCULATION ISSUES

Before the Circulation Policies and the Circulation Map can be prepared, issues concerning land management must be identified. The following are issues affecting the City of Delano and the Delano Planning Area:

1. Expected Higher Traffic Volumes. As the City expands in both size and population, increased vehicular traffic will occur. New commercial areas, new industrial plants, and new residential subdivisions will be developed. Providing an efficient transportation network to these destination points and throughout the City will be important.
2. Interrupted Circulation Flow Due to the Placement of Railroad Tracks. Community protection is reduced because of the Southern Pacific Railroad tracks which travel through the City. Emergency vehicles (police, fire, ambulance) are hampered from reaching their intended destinations by continuous train traffic. This same situation also causes highly congested vehicular problems. The safety and protection of the residents of the City is of the utmost importance.
3. Potential Conflicts Between Bicycle and Vehicular Traffic. City bicycle lanes are proposed on the existing street network. Due to the limited funding for the project, no physical barrier will be constructed to protect the cyclist from the automobile. Bicycle safety and appropriate designation of bicycle routes must be insured to reduce hazardous situations.

CIRCULATION GOALS, OBJECTIVES, AND POLICIES

- 1.0 Establish a safe and efficient transportation system that provides adequate access throughout the City.
 - 1.1 Provide for the safe transport and delivery of goods in and out of the City.
 - 1.1.1 Establish definite truck routes through the City to efficiently move heavy traffic.
 - 1.1.2 Route heavy traffic to arterial streets and away from local residential streets.
 - 1.1.3 Provide adequate access to busy destination points such as shopping centers, recreational sites, and employment centers.
 - 1.2 Maintain safe and efficient circulation routes for safety and emergency purposes.
 - 1.2.1 Establish adequate plans to insure effective police and fire protection to all parts of the City.
 - 1.2.2 Designate Highway 99, Highway 155, Cecil Avenue and County Line Road as vehicular evacuation routes out of the City.
 - 1.2.3 Coordinate City's evacuation routes with state and county government plans.
 - 1.3 Promote traffic safety throughout the City.
 - 1.3.1 Minimize hazardous encounters among all transportation modes by utilizing special safety techniques and precautions at intersecting points.
 - 1.3.2 Prepare and maintain a comprehensive circulation plan to insure traffic safety and travel efficiency.

- 1.3.3 Encourage bicycle routes along less intensive vehicular paths.
 - 1.3.4 Provide programs that will educate the public on bicycle, pedestrian, vehicular safety.
 - 1.3.5 Carefully design ingress and egress to shopping centers and employment centers to minimize traffic hazards.
- 2.0 Promote an adequate transportation system that complements land use patterns and accommodates the total travel needs of the community.
- 2.1 Encourage the proximity of compatible land uses to reduce unnecessary travel.
- 2.1.1 Provide adequate parking areas at activity centers along major arterials.
 - 2.1.2 Provide adequate parking facilities in the Central Business District (CBD) to accommodate the needs of the public.
 - 2.1.3 Encourage the development of truck terminals within the City to reduce truck parking in residential areas.
 - 2.1.4 Insure coordination of the circulation system with the City's Land Use Element.
- 2.2 Provide various types of transportation modes throughout the City.
- 2.2.1 Maintain and encourage safe and interesting pedestrian and bicycle circulation routes throughout the City.
- 3.0 Provide a transportation system that is cost-effective, energy-efficient, and environmentally sensitive.
- 3.1 Insure that the air pollutions generated by transportation modes do not exceed required standards.

- 3.1.1 Maintain an automobile circulation system that promotes reduced vehicle travel.
- 3.1.2 Develop standards for transportation-related pollutants.
- 3.2 Insure that noise emissions generated by transportation modes do not exceed acceptable noise standards in various land use areas.
 - 3.2.1 Develop standards for the screening of various land uses from heavy vehicular traffic, such as freeways.
 - 3.2.2 Identify the heaviest transportation-related noise pollutants on the Noise Contour Map of the Noise Element.
 - 3.2.3 Insure that heavy vehicles utilize Delano's Truck Route as a guide for maintaining an efficient circulation system.
 - 3.2.4 Regulate the types of land uses in proximity to airport and railroad facilities.
- 3.3 Provide safe and convenient public transit system that meets the needs of all the economic segments of the community.
 - 3.3.1 Maintain and expand the activities of Delano Dial-A-Ride services and similar operations which offer residents safe and affordable transportation.
 - 3.3.2 Continue to search for new and innovative alternatives that will provide a more efficient public transit system for the residents.

CIRCULATION ACTION PROGRAMS

If the goals, objectives, and policies cited in the Circulation Element are to be realized, then funding sources must be identified and programs must be recommended. By utilizing available tools, the City can achieve a comprehensive and effective circulation system throughout the community. The Circulation Action Programs and Funding Sources that should be considered by the City of Delano include:

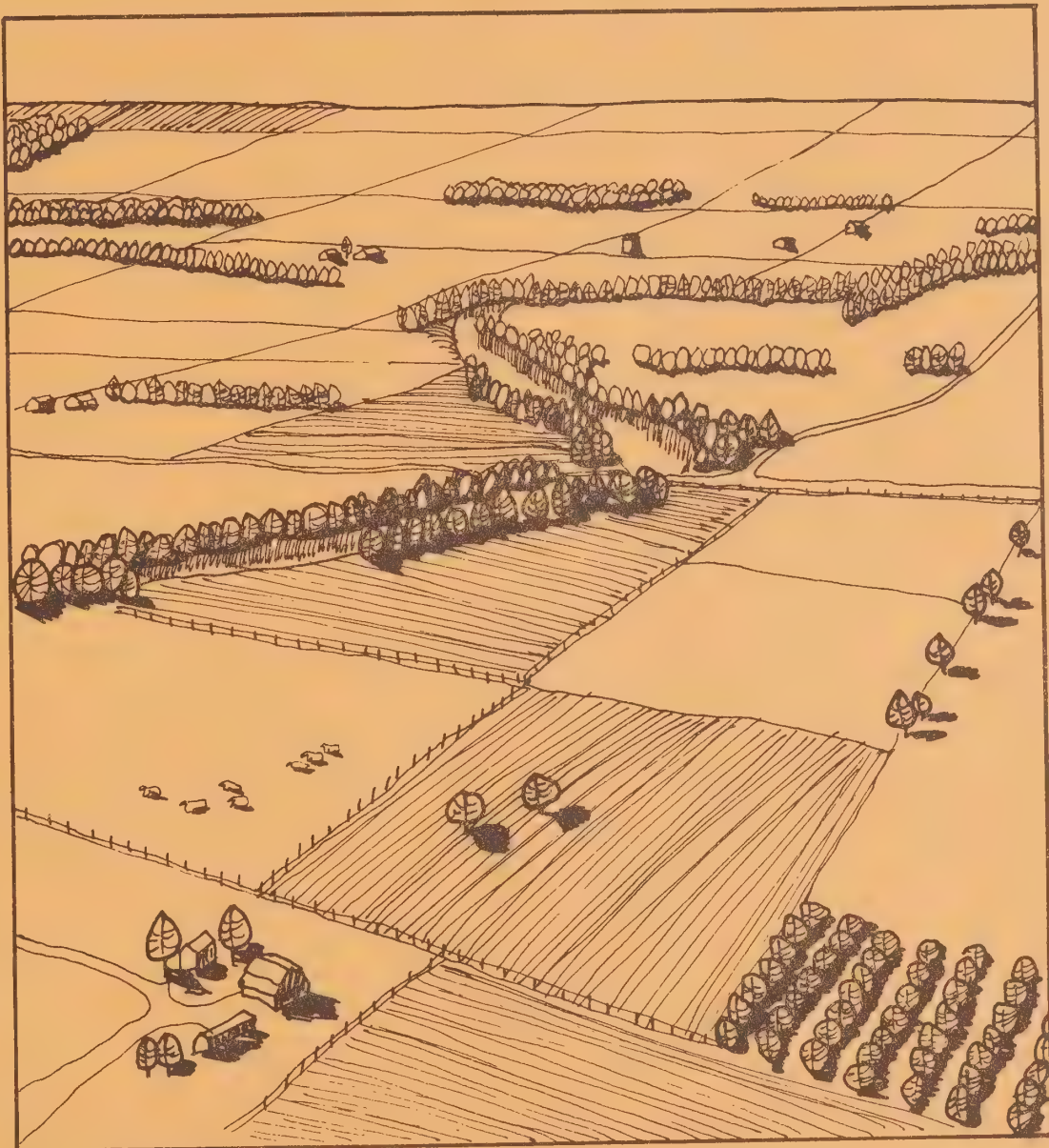
1. Quarter-cent Sales Tax (SB-325). Funds obtained through this source must be used for public transportation and for right-of-way acquisition and construction of major streets and roads. Funds may only be expended for public transportation purposes unless there are no "unmet" transit needs within the jurisdiction. The SB-325 funds can be used to defray operating as well as capital costs of transit services in the City. (Federal UMTA monies can also be used for both capital and operating expenses.)
2. Federal Aid Urban System (FAU). Funds are apportioned by the State to the urbanized area of the County. Funds are then obligated for individual projects within the urbanized area of the County based upon a priority ranking. Funds must currently be matched on an 83% Federal, 17% local ratio.
3. Federal Highway Safety Act. Under the act, the City is eligible to participate in the following programs: High Hazard Safety, Roadside Obstacles, Railroad Grade Crossing Protection and the Safer Off-Systems Roads program.
4. State Grade Separation Fund. This fund is administered by the State and furnishes approximately 80% of the cost of specific grade separation projects submitted to the State Public Utilities Commission and to Caltrans. Additional funds must be furnished by the railroad in the amount of 10% and by the City in the amount of 10%.

5. The Grade Crossing Improvement Funds. This fund is administered by the State and furnished 50% of the City's cost of upgrading crossing protection at specific locations approved by the Public Utilities Commission. Since most railroad crossing protection is now being installed with federal participation, the State legislature has not provided funds for this program during the past several years. Applications for funding are being held by the PUC to await funding or to await a decision on whether the program will be discontinued.
6. Gas Tax. This tax is a State-administered subvention to the City of a portion of the tax collected on gasoline. These funds are expected to provide the main support for the City's street construction program. These funds may also be used for street maintenance.
7. Transportation Development Act. The Transportation Development Act was established to provide each City with funds to implement a transit system. The County Board of Supervisors shall establish a local transportation fund in the county treasury and shall deposit in such fund all revenues transmitted to the county by the State Board of Equalization under Section 7204 of the Revenue and Taxation Code, which are derived from that portion of the taxes imposed by the county at a rate in excess of 1% pursuant to Part 1.5 (commencing with Section 7200) of Division 2 of such code, less an allocation of the cost of the services of the State Board of Equalization in administering the sales and use tax ordinance related to the rate in excess of 1% and of the Secretary of the Business and Transportation Agency in administering the responsibilities assigned to him in Chapter 4 (commencing with Section 99200), Part II, Division 10 of the Public Utilities Code. The Transportation Planning Agency shall establish the amount of money that each City is to receive based on population.
8. Section 18 - Urban Mass Transportation Act. One of the newest funding sources for rural transportation is the "Formula Grant Program for areas other than Urbanized Areas" run by the U.S. Department of Transportation (DOT). It is more commonly called Section 18, of the Urban Mass Transportation Act. The program's goal is to improve the access of rural citizens to health care, shopping, education, recreation, public services and employment by improving the passenger transportation systems available to them.

9. The City shall utilize existing funding sources to finance various transportation development and maintenance projects approved by City Council.
10. The City shall continue to explore new and innovative funding sources and programs at the federal, state, regional, and local levels to aid in the implementation and operation of various transportation projects and programs.
11. All proposed public works projects initiated and approved by the City must be consistent with General Plan 2001.
12. The City shall consider offering incentives to encourage increased usage of the City Dial-A-Ride system. Possible incentives include the lowering of Dial-A-Ride passes or offering new types of passes to commuting passengers.
13. To encourage bicycle transportation in the City of Delano, the City should approve and implement the Proposed Bicycle Plan prepared by the Planning Department.
14. The City shall provide the necessary bicycle facilities (bike lanes, bike racks, etc.) as designated in the Proposed Bicycle Plan to increase bicycle safety, convenience, and usage.
15. The City shall develop and construct the bicycle lanes according to the phasing program identified in the Recreation Element of General Plan 2001. Map R-c illustrates the Bike Path Map for the City of Delano.
16. The City Police Department should sponsor bicycle education programs to promote good bike-riding practices and to increase bike safety. Areas that should be emphasized are bicycle maintenance, riding skills, and understanding of the Vehicle Code.
17. Landscaping (i.e., shade trees and shrubs) and street furniture (i.e., benches, trash containers and water fountains) will be provided at strategic locations along major streets to serve the pedestrian and to enhance the thoroughfares.
18. Outdoor seating areas should be provided in major commercial areas with heavy pedestrian usage such as downtown and the Randolph Shopping Center.
19. The City shall review and enforce City Ordinance 680 regarding truck parking and delivery in residential areas to encourage traffic safety and reduce unnecessary noise emissions. Concurrent with this action program, the City should consider the adoption of a designated truck route network.

20. The City shall consider the construction of future streets identified in the Circulation Plan of General Plan 2001 to increase circulation efficiency throughout the City and to reduce traffic congestion on major streets and primary points of origin-destination. Priorital status should be given to: 1) the connection of 21st Avenue from Girard Street to High Street; and 2) the extension of Ellington Street to County Line Road; and 3) the extension of Main Street from the 1st Avenue off-ramp to Garces Avenue.
21. The City shall support the concept of a regional transportation system throughout the County of Kern. Furthermore, the City shall support any transportation plan prepared by the Kern County Council of Governments (Kern COG) or any other agency that would encourage and assist the City of Delano in becoming a self-sufficient city.
22. As the City begins to develop, traffic improvements must be seriously considered. The City engineer and the Traffic Safety Committee must review the feasibility of various circulation techniques (i.e., channelization, stop signs, traffic lights) to improve the circulation pattern of the City.
23. The City should regulate the land uses surrounding the airport to assure appropriateness and compatibility with airport operations. Inappropriate and conflicting uses should be discouraged.
24. The City shall enforce Section 25 of the Administrative Code to protect the existing residential neighborhoods in proximity to the airport from undesirable and excessive noise levels. Under state law, proposed residential development projects located within the 60 Ldn Noise Contour Zone would have to meet certain requirements to insure the health and safety of the residents.
25. The City should review and update the 1973 Airport Master Plan prepared by McGlasson and Associates to include recent increases in aircraft operations and airport capabilities.

26. The City Public Works/Engineering Department should prepare a Street Priority Study which identifies existing surfaces in the street network needing alterations or improvement (i.e., reconditioning, heater re-mix, and periodically revise and update the priority listing to keep up with changing conditions.
27. The City should review the existing parking ordinance and consider various revisions that will realistically reflect the parking needs of the community and will generate quality development and viable parking usage.
28. The City shall encourage limited access for residential development along designated major, secondary, and collector streets to reduce traffic congestion and to prevent potential safety hazards.
29. All municipal ordinances and regulations directly and indirectly affecting the circulation (transportation network of the city shall be consistent with the policies of the General Plan. Included are the Zoning Ordinance, Subdivision Regulations, Subdivision Standards, and Municipal Code.
30. The City Public Works/Engineering Department and the Planning Department shall continually review the existing Official Plan Lines for the City of Delano and make necessary recommendations to insure future consistency with the General Plan (Circulation Plan) and the Subdivision Standards.
31. The City should continue to maintain positive relations with the Southern Pacific Railroad Company to insure proper safety, operations, and utilization of the public right-of-way and railroad grade crossings.



INTRODUCTION

In the cycle of life, an understanding between man and his physical environment must be established. The principles of natural ecosystem development remain significant even though man has advanced through technological means. Man must recognize and acknowledge the various biotic communities and their interaction with the supporting environment. This relationship is critical because these two entities, namely man and nature, maintain two constantly conflicting goals. The former usually strives for "maximum production" (the attainment of the highest possible yield and productivity) while the latter attempts to achieve "maximum protection" (the achievement of optimum support for complex biomass structure).

Although man is presently seen as having dominance over the earth, his continued existence is totally dependent on his interaction with other species in the biosphere. In order to protect and preserve the environment from unwise and unnecessary urban development, governmental intervention is needed to assure ample open space lands for future generations. Realizing the need to create a balance between man and nature the State legislature enacted laws requiring local governments to establish and adopt elements of the general plan relating to open space protection and resource conservation. General Plan 2001 satisfies these requirements through its Environmental Management Element.

The Environmental Management Element combines three state-

mandated elements into one consolidated element. Under the provisions of the State of California Government Code, the Conservation Element shall provide

" . . . for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countrywide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared." (Government Code Section 65302(d));

the Open Space Element concerns itself with

" . . . any parcel or area of land or water which is essentially unimproved and devoted to an open space use . . . for the preservation of natural resources . . . for the managed production of resources . . . for outdoor recreation . . . open space for public health and safety . . . " (Government Code Sections 65302(e) and 65560);

the Scenic Highways Element shall provide

" . . . for the development, establishment, and protection of scenic highways . . . " (Government Code Section 65302(h)).

The depletion rate of natural resources and the taking of agricultural and natural lands throughout California is becoming increasingly evident. Subsequently, the Environmental Management Element will examine the environmental considerations in the Delano area. It will concentrate on the conservation of natural resources, the protection of our decreasing open space, and the preservation of our scenic roadways.

The overall intent of the Environmental Management Element is to assure a desired livable environment that allows ample growth and development yet reflects harmony with the land. This portion of General Plan 2001 will guide decisions regarding natural resource conservation and open space protection.

FRAMEWORK

The Environmental Management Element of General Plan 2001 shall be structured in the following manner:

- A. Assessment of the primary environmental characteristics and conditions in the Delano Planning Area.
- B. Identification of major resource management and open space issues in the Delano Planning Area.
- C. Outline of Environment Management policies that will promote the preservation of valuable open space and the conservation and beautification of the natural environment.
- D. Presentation of Open Space Plan, which graphically illustrates the natural preservation areas within the Delano Planning Area.
- E. Listing of Environment Management Action Programs that are recommended for implementation to assure the protection and preservation of identified open space lands and the attainment of environment management policies.

ENVIRONMENTAL CHARACTERISTICS

GEOLOGY

The geologic composition of the Delano area is primarily made up of Pliocene and Pleistocene continental deposits and associated rocks. Runoff from nearby mountain ranges have resulted in the formation of sedimentary deposits. These sedimentary deposits of sandy clay, silt, and silty sand form the underlying strata of the Delano Planning Area. This alluvial formation is a common geologic feature found in the Great Valley Province. The crystalline basement rock of the Sierra Nevada located east of Delano elevates upward to form the Sierra Nevada Mountain Range.

GEOMORPHOLOGY

Kern County has the distinction of maintaining six different geomorphic provinces, more than in any county in the state. The various geomorphic provinces found in the County include the Coast Ranges, the Great Valley, the Sierra Nevada, the Great Basin, the Mojave Desert, and the Traverse Ranges. This unique array of geologic formations can be attributed to the developments during the Pleistocene and the Holocene Epochs.

The City of Delano is located in the Great Valley Province. The city is generally flat with a very gentle slope flowing in a southeast-to-northwest direction. No other geomorphic formations exist in the Delano Planning Area. The Great Valley, characterized by a long alluvial plain stretches north and south through the area.

To the east, the plain rises gently toward the foothills of the Sierra Nevada Mountain Range.

The Great Valley is almost completely surrounded by mountain formations. This geologic depression is approximately 400 miles long and 50 miles wide. The asymmetrical valley travels from the Carquinez Strait (near Sacramento) to the base of the Tehachapi Mountains (near Grapevine).

SOILS

Young alluvial fans constitute the soil composition in the Delano area. The primary soil types are the Hesperian-Hanford Association and the Traver Association. These soils are characterized by well-drained medium and moderately coarse textured soils developed in granitic alluvium. Because of these soil types, land in the Delano area are among the richest and most productive soils in the region. (Map EM-a)

Subsidence

Subsidence is a type of ground failure which results in the sinking of surface land. The four types of subsidence that occur in Kern County include *tectonic subsidence, oil and gas extraction subsidence, groundwater withdrawal subsidence, and hydrocompaction-related subsidence*. Of the four types of subsidence, subsidence caused by groundwater withdrawal is prominent in the Delano area. Continual utilization of the same water source for agricultural and domestic purposes have caused a 4 to 10 foot subsidence between

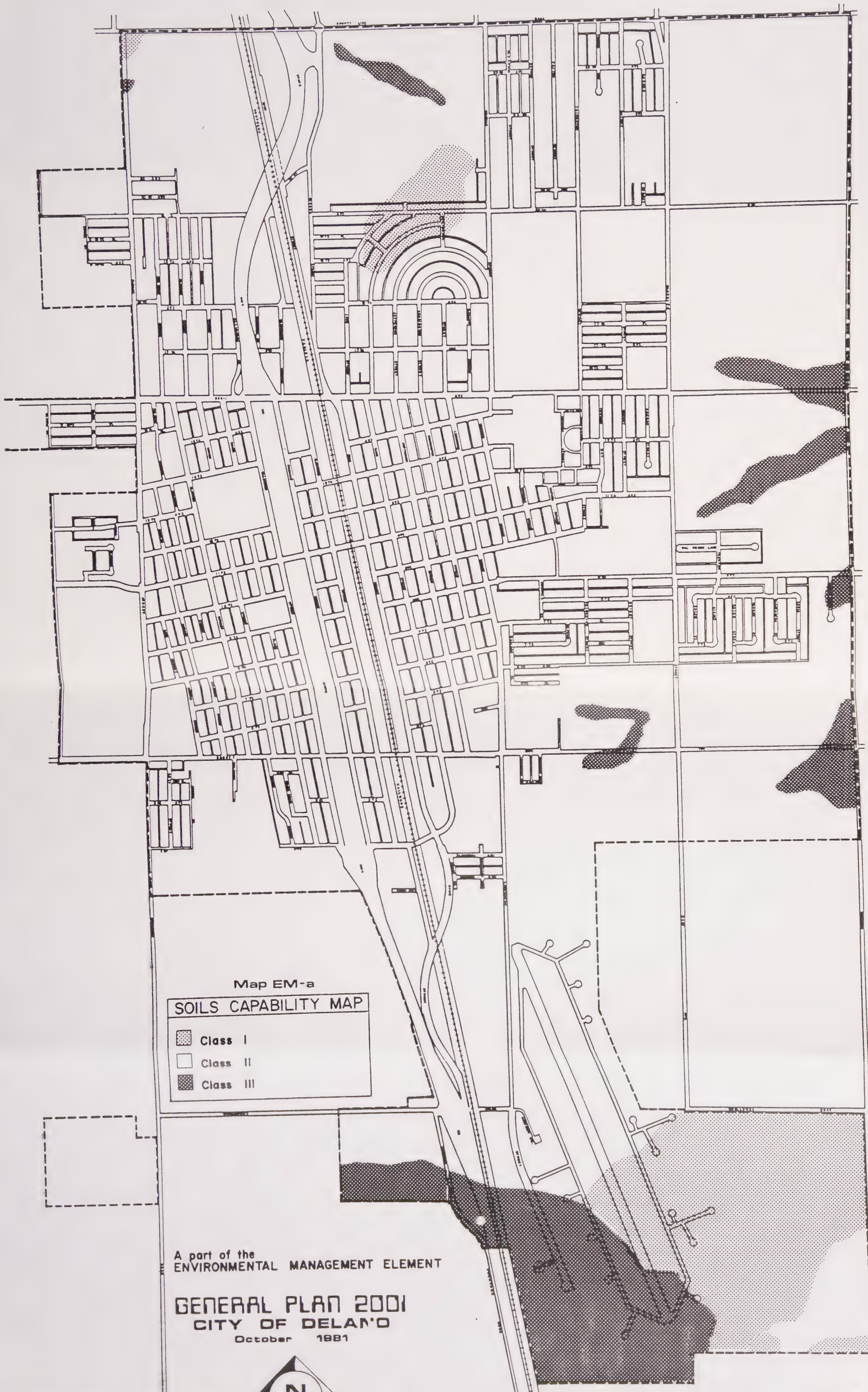
1926 and 1970. This subsidence occurrence is not severe enough to cause significant damage, however, most adverse effects can be minimized if detected early. Subsidence is also discussed in the Safety-Hazard Element.

Erosion/Liquifaction Capabilities

The potential of soil erosion or liquifaction impacts is minimal due to the topography in the Delano area. The land is predominantly flat with no hills in the immediate vicinity. No known shallow water tables and no significant ground motion activities have been identified. Due to the agricultural nature of the area, wind erosion occurs periodically outside the city limits.

Agricultural Capacity

As previously noted, the soil types in the Delano vicinity are rated as being highly fertile. The Soil Conservation Service of the U.S. Department of Agriculture has designated the soils found in the Delano Planning Area as being the most agriculturally productive in the entire Wasco area (which encompasses the Delano vicinity). Much of the area surrounding the City of Delano has been included in the Pond-Poso Resource Conservation District to control water runoff and soil erosion and to preserve land capabilities. Land in the vicinity has received a high Storie Index rating, which is a soil rating method based on soil conditions, slope, texture, and related factors. Delano's rating of Grade 1 (which is considered the highest rating) exemplifies a high potential agricultural utilization and productive capacity.



Map EM-a

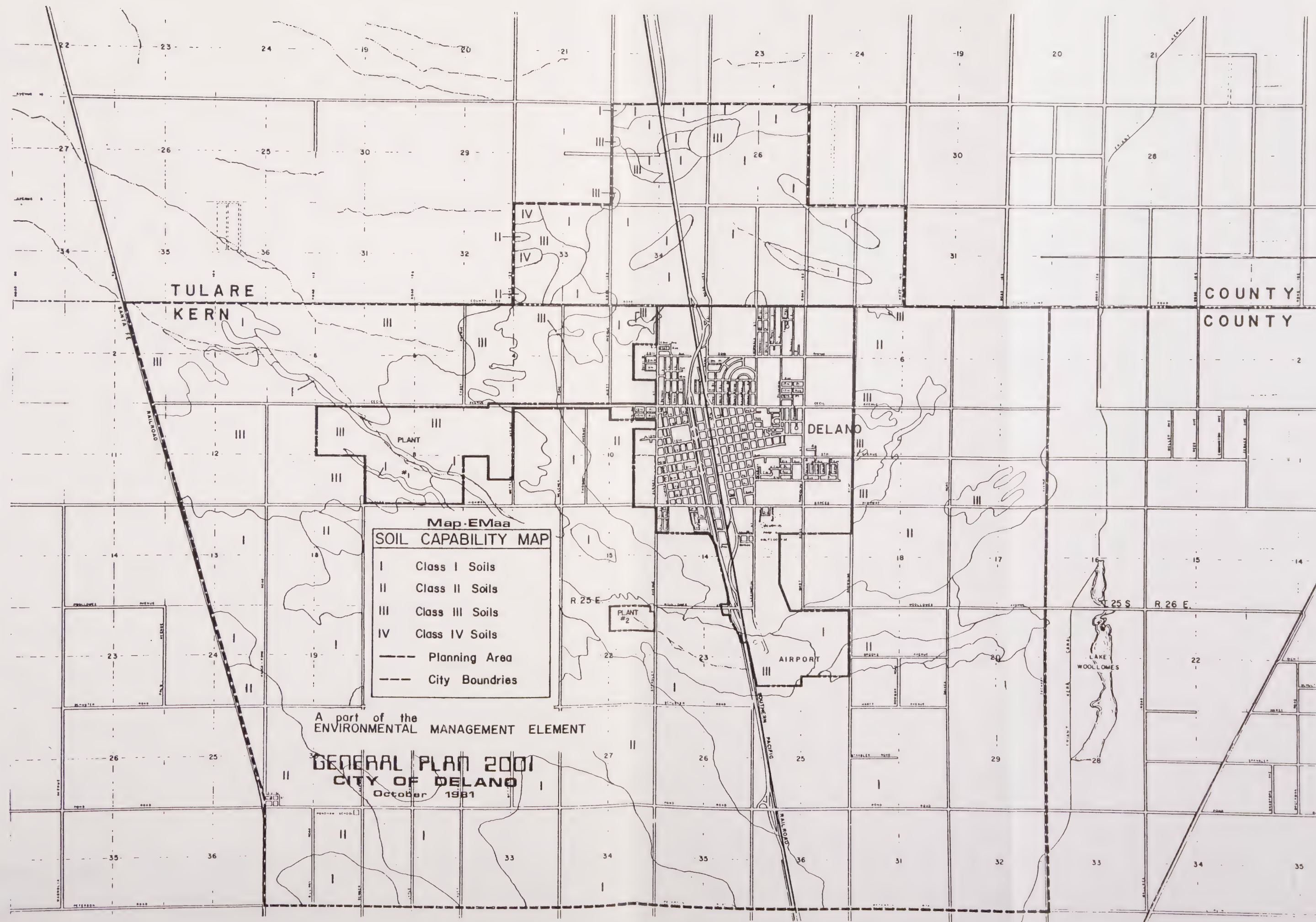
SOILS CAPABILITY MAP

- Class I
- Class II
- Class III

A part of the
ENVIRONMENTAL MANAGEMENT ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981





HYDROLOGY

Kern County is recognized as the third most productive agricultural county in the nation. Delano contributes heavily to this acclaim, historically relying on the agricultural industry to stimulate economic activity. In order to sustain the various farming activities in the Delano area and throughout Kern County, an adequate water supply is a necessity.

Groundwater

Most of California's groundwater basins are geographically located in arid regions like Kern County. Delano receives the bulk of its water for domestic, agricultural, and industrial purposes from groundwater resources. The wells are generally located about 1,500 feet below the surface. Eleven existing and proposed groundwater wells can supply an ample water supply to community residents for several years. The predominance of the agricultural industry and the increasing need to accommodate the residents of the area have caused groundwater levels to decline. As a result, subsidence is evident. Further discussion concerning the groundwater situation can be found in the Safety-Hazard Element.

Surface Water

Delano is located in the center of the Southern San Joaquin Valley. Because of its extreme distance from any mountainous land formations, Delano is not situated in a drainage basin. The nearest drainage basin is the Rag Gulch Basin located east of the city in the Sierra Nevada foothills. There are only two surface

water amenities in the Delano area, both of which are man-made. These two facilities are identified as the Friant-Kern Canal and Lake Woollomes. The Friant-Kern Canal, a component of the Central Valley Project (CVP), diverts water from the Friant Dam through Fresno, Tulare, and Kern Counties and into the Kern River near Bakersfield. This 153-mile concrete channel passes through Fresno, Tulare, and Kern County. It is used primarily for irrigation purposes. Lake Woollomes is a 455-acre site used primarily as an equalizing reservoir for agricultural irrigation. Recreational activities include boating and fishing. Lake Woollomes is managed by the County of Kern.

FAUNA AND FLORA CONDITIONS

FAUNA

The numerical diversity of fauna species in the Delano area dwindled significantly since the arrival of man in the region. The natural habitats of the wildlife in the area was disrupted when the productivity of the region's soil was realized. Agriculture brought the farming techniques of irrigation and pesticide spraying as well as the immigration of settlers into the area. This situational scenario is typical of most of the cities in the Southern San Joaquin Valley. The Delano Planning Area is located in the Lower Sonoran Grassland region. The animals typical of this plant association are listed below:

Reptiles

Western Fence Lizard	Sceloporous occidentalis
Western Whiptail	Cnemidophorous tigris
Side-blotched Lizard	Uta stansburiana
Blunt-nosed Leopard Lizard	Crotaphytus silus (endangered)
Coachwhip	Masticophis flagellum
Gopher Snake	Pituophis melanoleucus
Long-nosed Snake	Rhinocheilus leonti
Western Rattlesnake	Crotalus viridis

Mammals

San Joaquin Kit Fox	Vulpes macrotis mutica (rare)
California Ground Squirrel	Spermophilus beecheyi
San Joaquin Antelope Squirrel	Ammospermophilus nelsoni

Botta's Pocket Gopher

San Joaquin Pocket Mouse

Fresno Kangaroo Rat

Southern Grasshopper Mouse

Deer Mouse

Black-tailed Jackrabbit

Desert Cottontail

Thomomys bottae

Perognathus inornatus

Dipodomys nitratoides

Onychomys torridus

Peromyscus maniculatus

Lepus californicus

Sylvilagus audubonii

Birds

Western Meadowlark

Brewer's Blackbird

Horned Lark

Savannah Sparrow

Mourning Dove

Western Kingbird

American Kestrel

Killdeer

Red-tailed Hawk

Burrowing Owl

Sturnella neglecta

Euphagus cyanocephalus

Eremophila alpestris

Passerculus sandwichensis

Zenaidura macroura

Tyrannus Verticalus

Falco sparverius

Charadrius Vociferus

Buteo jamicensis

Speotyto cunicularia

RARE AND ENDANGERED SPECIES

In the Delano Planning Area, two species of animals are identified as having Rare and Endangered Status by the State of California Fish and Game Department. The San Joaquin Valley Kit Fox and the Blunt-Nosed Leopard Lizard are threatened with possible extinction. Due to the decreasing number of these species, the animals listed below are protected from capture and sale:

San Joaquin Kit Fox	<i>Vulpes macrotis mutica</i>
Blunt-Nosed Leopard Lizard	<i>Crotaphytus silus</i>

The San Joaquin Kit Fox is classified as a "rare species." It is restricted primarily to the foothills and the valley floor of the San Joaquin Valley. There are less than 3,100 in total population, according to the California Fish and Game Department. The Blunt-Nosed Leopard Lizard is listed as an "endangered species." Although the species was originally found throughout the San Joaquin Valley and in the foothills of San Joaquin and San Luis Obispo Counties, the leopard-lizard occupies less than one-half of their former range. They are only found in scattered locations where the natural vegetation has not been destroyed.

The Voice of America Relay Station property is the primary habitat for these threatened animals. Efforts are being undertaken by the Nature Conservancy and the Voice of America (U.S. Government) to preserve this undeveloped land and, thus, insure the continued survival of these sensitive wildlife.

FLORA

Kern County maintains a diverse array of climatic conditions and geologic formation. As a result, diverse floristic regions are also formed and established. Plants within these floristic regions are usually grouped together into associations and communities. A California Flora prepared by Munz and Keck contains the various plant associations generally accepted throughout the state.

Two plant associations have been identified in the Delano Planning Area, according to A Flora of Kern County, (Twisselmann). The Delano area is predominantly identified as being in the Lower Sonoran Grassland classification. In addition, a small area of the Alkali Sink association has been designated southwest of the city. The plant associations and the typical plants of each association is described in the following paragraphs.

Lower Sonoran Grassland

The vegetation of this plant association primarily consists of winter annuals that develop quickly. Most of these annuals are introduced into the area. Perennials are considered uncommon and only one shrub, the common salt bush (*Atriplex polycarpa*) is widespread. During normal years the annual flora is quite distinctive from the other plant associations. However, in seasons with extensive rainfall, plants from the Upper Sonoran Grasslands will appear. The soils of the Lower Sonoran grassland in the Delano area are primarily composed of coarse and heavy granite-derived alluvium. Much of the land classified as Lower Sonoran Grassland has been converted into

irrigated farmland because of the high quality capabilities of the soil.

The plants typical of the Lower Sonoran grassland are listed below by common and scientific names:

Red Brome	Bromus rubens
	Festuca microstachys, var. simulans*
Few-flowered fescue, side oats	Festuca reflexa
Foxtail	Hordeum glaucum
Slender wild oat	Avena barbata
Arabian grass, sheep grass	Schismus arabicus
Howell onion	Allium Howellii
Cotton-flowered buckwheat	Erigonum Gossypinum
Common saltbush	Atriplex polycarpa
Pepper-grass	Lepidium dictyotum
London rocket	Sisymbrium Irio
Black loco	Astragalus lentiginosus, var. nigricalycis
Diablo loco	Astragalus oxyphysus
Sky lupine	Lupinus nanus, var. Menkerae
Red-stem filaree	Erodium cicutarium
Parry mallow	Eremalche Parryi
Kern mallow	Eremalche Kernesis
Bakersfield cactus	Opuntia Treleasei
Bird's eye gilia	Gilia tricolor, ssp. diffusa
	Linanthus liniflorus, ssp. pharnaceoides*

San Joaquin turpentine weed

Trichostema ovatum

San Joaquin tarweed

Hemizonia Pallida

Gold fields

Lasthenia chrysostoma

Wild marigold

Malacothrix californica

Alkali Sink Association

A limited area of Alkali Sink Association has also been identified in the Delano Planning Area, according to the Kern County Draft Master Environmental Assessment/Master Environmental Impact Report. The small portion of this plant association classification has been located at the U.S. Government - Voice of America Relay Station southwest of the city. Due to the nature of the activities of the site, much of the 160 acres has remained in a natural, undeveloped state. The Alkali Sink soils occur in areas in which the surface layer fully mineralized and a sharp vegetational change separates the plants of such soils from those in the surrounding areas. These soils are permeated by soluble minerals. The plants in this association are often perennial and highly specialized.

Plants typical of the Alkali Sink Association are listed below by both common and scientific name:

Salt grass

Distichlis Spicata

*Hordeum depressum**

Alkali sacaton

Sporobolus airoides

Prairie bulrush

Scirpus paludosus

Iodine bush

Allenrolfea occidentalis

Fog weed

Atriplex argentea,
var. *expansa*

	<i>Atriplex coronata*</i>
	<i>Atriplex Serenana*</i>
Fivehook	<i>Bassia hyssopifolia</i>
	<i>Kochia californica*</i>
	<i>Nitrophila occidentalis*</i>
Glasswort	<i>Salicornia subterminalis</i>
	<i>Suaeda fruticosa*</i>
	<i>Suaeda Torreyana*</i>
Sea purslane	<i>Sesuvium sessile</i>
Alkali larkspur	<i>Delphinium recurvatum</i>
Pepper-grass	<i>Lepidium dictoyotum</i>
Jackass-clover	<i>Wislizenia californica</i>
Sheep loco	<i>Astragalus Hornii</i>
Mesquite	<i>Prosopis juliflora</i> var. <i>Torreyana</i>
Alkalai mallow	<i>Sida hederacea</i>
Alkali heath	<i>Frankenia grandifolia</i> , var. <i>campestris</i>
	<i>Tamarix pentandra*</i>
French tamarisk, garden tamarisk	<i>Tamarix tetrandra</i>
Cressa, alkali weed	<i>Cressa truxillensis</i> , var. <i>vallicola</i>
Adobe allocarya	<i>Allocarya acanthocarpa</i>
	<i>Heliotropium curassavicum</i> , var. <i>oculatum*</i>
	<i>Aster intricatus*</i>
Alkali daisy	<i>Lasthenia Ferrisiae</i>
	<i>Lasthenia minor*</i>

*No known common name.

HISTORICAL, CULTURAL, AND SCENIC AMENITIES

HISTORICAL SIGNIFICANCE

Delano's rich history has been preserved and remembered through the efforts of the Delano Historical Society, a community service organization involved in the establishment of a historical log of Delano for future generations. Their accomplishments include the development of Heritage Park, the publication of The Plow (a quarterly historical newsletter) and the continual collection of historic artifacts and memorabilia from community residents.

Two sites in the Delano vicinity have been registered as historic landmarks by the State of California Historical Landmark Foundation. Before a proposed site can be approved as a registered landmark, stringent qualifications and intensive research are required. A brief description of the registered landmarks are required. A brief description of the registered landmarks are noted below:

Baptismal Site. On May 3, 1776 Franciscan Missionary Francisco Garces baptized an Indian boy at a site 15 miles east of Delano. It is believed that this was the first Christian baptism in the San Joaquin Valley. Furthermore, Father Garces is believed to be the first white man to discover this area.

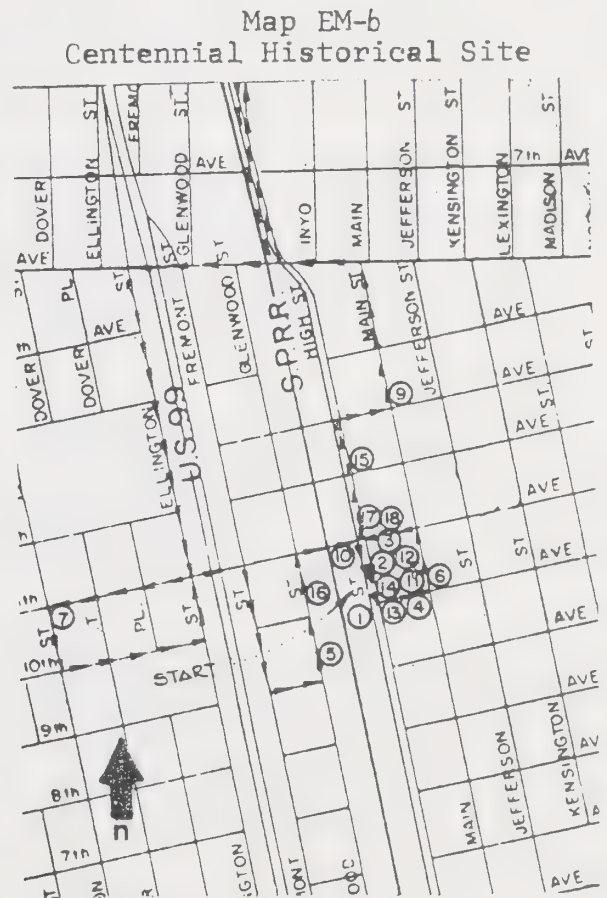
Mountain House. In 1858, the Butterfield Stagecoach Company established a relay station in Willow Springs. Located in Kern County, this site is approximately 20 miles southwest of Mojave.

The Delano Historical Society have also submitted three additional sites possessing historical merit for consideration as state registered landmarks:

1. Coyote Springs. This area is believed to have been the home of the first permanent settler, James T. Clark. The homestead, built in the early 1850's is located 30 miles east of Delano.
2. Quinn's Dam. This dam was constructed by the Spangler brothers in 1891. It was the first irrigation system in this area.
3. Heritage Park. This historical-laden park site was established in 1961 to house and display various artifacts for the preservation of Delano's history. This park site contains over 2,000 historical and cultural artifacts.

In 1973, a subcommittee of the Delano Historical Society established historical sites in the City of Delano in commemoration of the Delano Centennial celebration 1873-1973. The eighteen designated sites are listed below:

1. First Depot
2. First Store & Post Office
3. First Adobe House
4. Sheep Shearing Corrals
5. Delano's Jail House
6. First Brick Building
7. First School House
8. The Weaver House
9. First Community Church
10. The Tyler Warehouse
11. Justice of the Peace
12. Brown House
13. Livery Stable
14. Saloon
15. Blacksmith Shop
16. Delano's Boot Hill
17. Delano Courier
18. Lodge Hall



SCENIC HIGHWAYS

No scenic highways have been designated in the Delano Planning Area or in northern Kern County. Possible routes having natural aesthetic qualities which may be considered for such designations are listed below:

Highway 155 (Garces Highway) - east of Delano to Glennville.

Road 144 (Old State Highway 99) - north of County Line Road to Earlimart.

ARCHAEOLOGIC SIGNIFICANCE

The Delano area is not recognized as being archaeologically significant. Although several cultural and historical events have occurred in the area, much of the land was not extensively studied before urban development and agricultural production was initiated. Under state law, developers and farmers are now required to report all significant archaeological findings before further excavation or furrowing procedures occurs.

ENVIRONMENTAL MANAGEMENT ISSUES

Issues that affect environmental management and conservation concerns must be identified before policies and programs can be effectively implemented. The following issues are concerns of the Delano Planning Area:

1. Prominence of groundwater-related subsidence in the Delano Planning Area. Continual tapping of the same water source for domestic, industrial, and agricultural uses has collectively caused a slight depression on the land surrounding the City of Delano. Although the identified subsidence is not serious enough to cause significant damage, the underground water tables should be protected to assure the productivity of these valuable amenities.
2. High productivity of soils in the Delano area. According to various sources, the soils in the Delano area are highly rated for productivity potential and soil fertility. These soils which are among the finest in the San Joaquin Valley, are a very valuable asset to the community, in terms of aesthetics and economics.
3. Protection of identified endangered species. Various fauna species found in the Delano vicinity are listed as being rare or endangered. The San Joaquin Kit Fox and the Blunt-Nosed Leopard Lizard are the primary species in danger of extinction. Due to the limited number of these life forms in existence, preservation and protection should be priorital concerns.
4. Protection of sensitive ecological sites in the Delano area. Certain areas in the Delano area are recognized as having natural ecological significance. These sites are usually inhabited by unique and sensitive plant/wildlife communities. As urban development increases, nature's complex ecosystems begin to diminish.
5. Agricultural spraying near existing and proposed residential development. Agricultural fields generally abutt residential uses that are located around the perimeter of the City. Chemical spraying of these fields is important to increase productivity and fertility. However, care should be taken to protect the health and safety of nearby residents.
6. Potential air pollution emissions generated by growth and development projects. In recent years, the City has begun to experience increased development throughout the city. Residential, commercial, and industrial activities directly

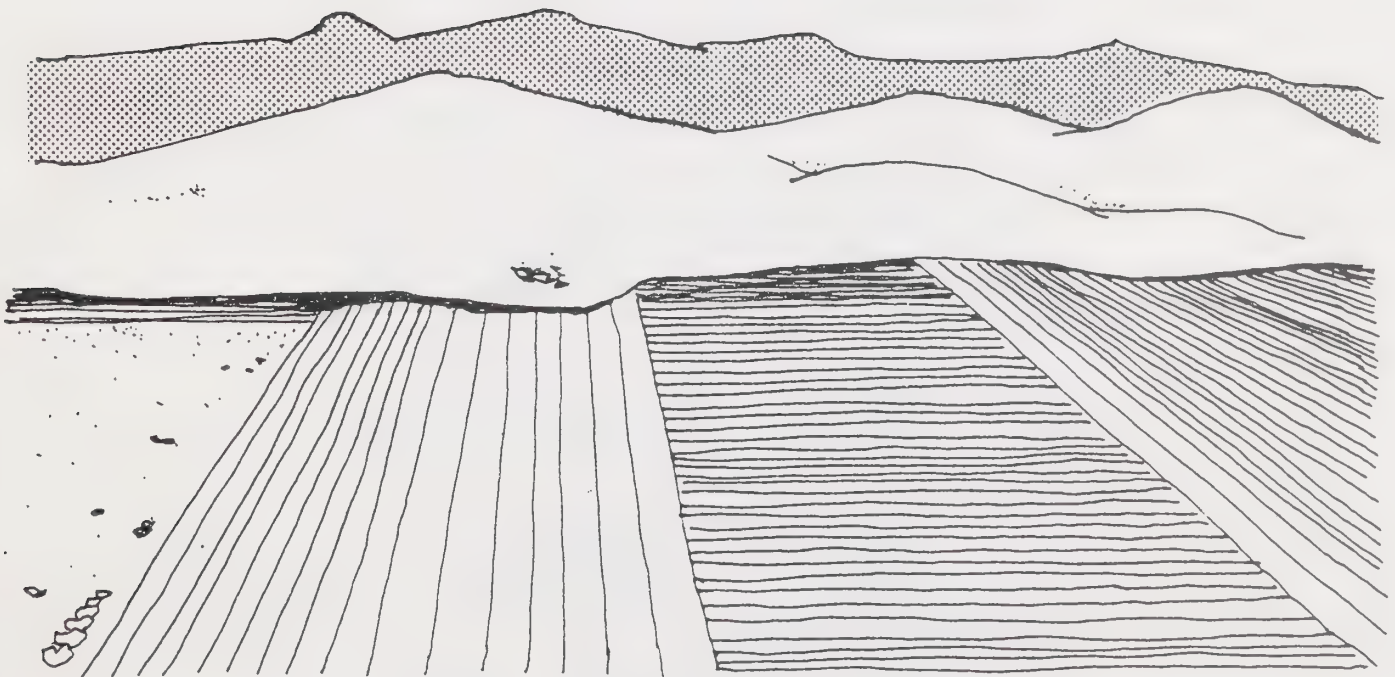
and indirectly create added air emissions into the atmosphere. In order to protect the air quality of the area's air basin, preventive measures must be taken.

7. Feasibility of Future Annexations into City Jurisdiction. The assets and liabilities of future annexation requests must be carefully weighed by city staff and legislative officials. If approved, the potential for increased sales tax revenue must be able to offset increased cost of city services (fire and police protection, water, sewer) and new city facilities.
8. Community Concern for Historic Preservation. Although most of the city's historically and architecturally significant buildings have been demolished to make room for new structures, it is important to recognize and preserve the remaining historical structures that were important in the development of the community of Delano. By retaining artifacts and historic memorabilia from the past, future generations will be able to understand and relate to the progress and growth of the community.

ENVIRONMENTAL MANAGEMENT

GENERAL GOALS

- 1.0 Preserve and maintain the natural resources and amenities within the Delano Planning Area.
- 2.0 Create a viable environment that allows the natural environment to be complemented by urban development.



ENVIRONMENTAL MANAGEMENT GOALS, OBJECTIVES, AND POLICIES

- 1.0 Provide a balance between open-space areas and urban development to create an attractive environment essential to a sound economy.
 - 1.1 Protect prime agricultural lands from the premature conversion into residential subdivisions or other forms of urban development.
 - 1.1.1 Encourage local farmers to participate in the Williamson Land Conservation Act allowing them tax incentives to retain their land for agricultural production purposes.
 - 1.1.2 Encourage and support legislation and ordinances that would improve the economic viability of the agricultural production in areas outside the city limits containing prime soils.
 - 1.2 Safeguard against the hazards of urban sprawl through proper land management and adherence to development guidelines.
- 2.0 Promote the conservation and wise management of the area's non-renewable and renewable natural resources.
 - Plants/
Animals 2.1 Preserve the existing natural life habitats and ecosystems that are essential to the ecological vitality in the Delano Planning Area.
 - 2.1.1 Protect the significant ecologically-sensitive areas inhabited by unique vegetation and wildlife.
 - 2.1.2 Prohibit urban development in areas inhabited by endangered or rare species and in areas deemed environmentally-sensitive.
 - 2.1.3 Protect the identified endangered species, namely the San Joaquin Kit Fox, the Blunt-Nosed Leopard Lizard, and the San Joaquin Antelope Groundsquirrel from extinction.

- Air 2.2 Protect the air quality of the region by controlling emissions from stationary and mobile sources.
- 2.2.1 Coordinate with Federal, State, and County agencies to achieve the State Air Resources Board standards for air quality.
- 2.2.2 Require that all existing and proposed land uses which could adversely affect the air quality of the region through its discharge of chemical or particulate pollutants, install and maintain necessary abatement equipment to reduce hazardous emissions.
- 2.2.3 Maintain close supervision of airplanes during cropdusting periods to prevent overspraying and dusting in areas adjacent to the city limits.
- 2.2.4 Encourage the use of ground rig chemical spraying instead of airplanes near residential neighborhoods to reduce unnecessary health hazards.
- 2.2.5 Enforce existing laws related to agricultural burning outside the city limits.
- 2.2.6 Prohibit the placement of highly-toxic industrial uses near residential developments.
- Soil 2.3 Conserve and wisely manage the soils in the area to aid in the maintenance of the environment's natural resources.
- 2.3.1 Encourage the protection of the fertility of productive soil resources through a variety of farm management techniques.
- 2.3.2 Prohibit the use of off-road vehicles on city land not intended for that use and coordinate efforts with the County to protect the natural amenities from the destruction caused by such vehicles.

- 2.3.3 Require that all developmental projects meet their landscaping requirements to prevent unnecessary erosion of the soil.

Water

- 2.4 Insure that the water resources are protected to maintain adequate water availability to the residents of the community.
 - 2.4.1 Insure that an adequate water supply is available for future residential subdivisions.
 - 2.4.2 Support the County of Kern's proposed agricultural well ordinance.
 - 2.4.3 Continue to search for new technological measures and techniques to reduce the nitrate levels in the Delano area.
 - 2.4.4 Encourage a promotional campaign to educate the community about the conservation of our water resources.
 - 2.4.5 Encourage the location of high-density residential developments in areas with high water pressure and high water quality.
 - 2.4.6 Implement safeguards to insure that industrial-related impurities are not dumped into the water resources and allowed to contaminate the water supply.
 - 2.4.7 Require that all new development within the city limits be connected to the sewer and water systems.
- 2.5 Provide for the conservation of resources through the development of recycling programs.
 - 2.5.1 Encourage conservation practices in residential, commercial industrial, and public facility development.
 - 2.5.2 Wherever feasible, utilize grey water systems for agricultural and fire protection purposes.

- 3.0 Promote a viable Open Space program that will be both economically and aesthetically beneficial to the community.
- 3.1 Preserve open space areas within the Delano Planning Area to provide a unique natural and cultural setting for the region.
 - 3.1.1 Ensure coordination between the locations and development of existing and proposed open spaces with other land use classifications so that the land uses can enhance one another.
 - 3.1.2 Create an open space atmosphere that will enrich the environmental awareness of community residents.
- 3.2 Ensure adequate future sites for the development of essential public facilities.

ENVIRONMENTAL MANAGEMENT ACTION PROGRAMS

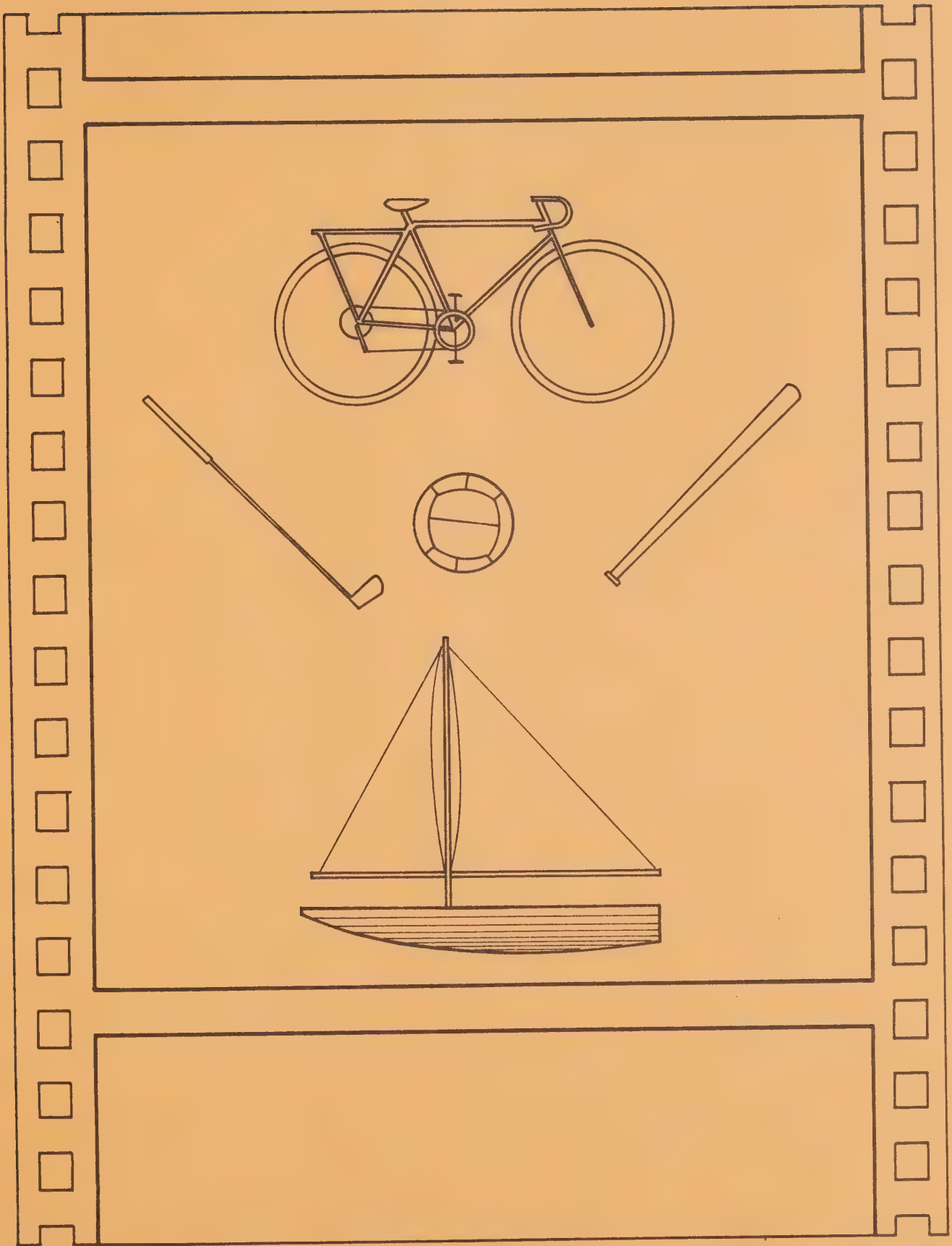
Action programs must be established to ensure that the goals, objectives, and policies adopted by the City are realized. Through the use of effective and appropriate implementation measures, the conservation of natural resources and the preservation of cultural, visual, and historical amenities can be attained.

1. The City should encourage the infill development of the community before additional annexations are considered. This implementation measure would reduce city services costs and preserve productive agricultural lands.
2. Local farmers should be encouraged to enter into the Williamson Act Program to protect their valuable agricultural land from rapid and unnecessary urban development.
3. The City should consider the possibility of proposing that valuable agricultural lands within the Delano Planning Area become involved in various Conservation Resource Management Programs approved by the U.S. Department of Agriculture-Soil Conservation Service.
4. The City should consider other alternatives to obtaining adequate water for urban growth and agricultural purposes. One possible water source would be the utilization of Friant-Kern Canal water. This program would not only encourage groundwater conservation but would prevent unnecessary land subsidence.
5. The City shall require all future residential developments to install water meters to prevent unnecessary and costly water usage.
6. The City should require, as a condition for approval, the use of water efficient fixtures and devices in new residential developments to aid in the conservation of the City's water resources.
7. The City shall allow development in areas identified as being within the 100-year flood zones as long as specific conditions specified by the Public Works/Engineering Department are met. This action program is consistent with the Land Use Classification Outline in the Land Use Element of General Plan 2001.

The intention of this flood area regulation is to protect the health, safety, and property from the hazards of flooding.

8. The City shall periodically inspect septic tanks located within city jurisdiction to insure that strict health standards are being met and public safety is maintained. The enforcement of this action program shall be the primary responsibility of the Building Department.
9. The City should prepare or support the preparation of water quality and water management studies to ensure the continuation of good quality water for residents of the community.
10. The City should prepare and support solar conservation ordinances requiring developers to consider the use of solar orientation, passive solar devices, and other solar design possibilities in the future construction of buildings in the City.
11. The City should work with the Delano Historical Society to maintain an inventory of cultural, historic, and archaeologic resources within the Delano Planning Area.
12. All possible archaeological sites should be protected until the sites can be properly excavated. State law requires that city projects and private construction projects adhere to this implementation program.
13. The City should conduct a semi-annual clean-up campaign to remove graffiti and debris from public buildings and private structures.
14. The establishment of private recycling enterprises should be encouraged to efficiently reuse paper, glass, and aluminum products.
15. In order to promote advertising consistency and community aesthetics, the City shall review, revise, and enforce Section 7450 of the City Zoning Ordinance relating to sign control. The size, height and type of on-premise signs should meet the sign requirements of the appropriate zoning classification. The design, texture, colors, and materials of all signs must be compatible and proportionate with other signs in the surrounding vicinity.
16. The City shall consider prohibiting the use and possession of alcoholic beverages at Cecil Avenue park during school sessions except to organizations obtaining a permit. A sign shall be posted in the area to enforce this ordinance.

17. The City should encourage the protection of the U.S. Government - Voice of America Relay Station property as a natural wildlife/ecological habitat site. This area is recognized as the only remaining land in the vicinity that illustrates the original appearance of the Delano Plains.
18. Areas having identified rare and/or endangered plant life and wildlife should be protected and preserved as open space.
19. The City should develop an Environmental Review Procedure Manual necessary to protect environmental quality of the planning area and to meet the intent of CEQA.
20. The City should actively participate in air quality management programs of the Kern County Air Pollution Control District.
21. The City should support State and Federal legislation to reduce and control air pollution.



INTRODUCTION

Recreation has always been a favorite activity of people. Since the beginning of the Technological Age, advances in production and transportation have increased productivity and efficiency. Thus, people have more time than ever before to spend on recreational leisure activities. Recreation is viewed as a self-rewarding utilization of time for the refreshment and renewal of body and mind.

The City of Delano, through its Parks and Recreation Department, is continually working on an adequate system of well-placed and appealing park sites and facilities to accommodate the diverse leisure and recreational needs of the citizens in the community. Outdoor recreation in the City is characterized by a variety of recreational activities available throughout the year.

FRAMEWORK

The Recreation Element of General Plan 2001 shall be structured in the following manner:

- A. Description of the major recreational types found in the Delano Planning Area.
- B. Assessment of existing recreational conditions and deficiencies identified throughout the City.
- C. Forecast of future recreational conditions and needs in the City.
- D. Proposed Development Plan that will encourage adequate recreational opportunities for residents throughout the City of Delano.
- E. Outline of recreation policies that will promote ample recreation activities for residents of the Delano community.
- F. Listing of Recreation Action Programs that are to be implemented to insure adequate recreational opportunities for the residents in the Delano Planning Area.

CITY OF DELANO'S RECREATION SYSTEM

Delano maintains a variety of activities within its recreation system to accommodate the diverse needs of the residents in the community. Various types of recreational sites are located throughout Delano. Below is a listing of the different classifications of recreational sites and their intended functions.

Neighborhood Parks (NP) are primarily small recreational areas which are designed to serve the needs of the adjacent neighborhoods. These parks should be a minimum of four (4) acres in size and should serve about 800 people. Ideally, the site should be located no farther than 1/2 mile walking distance from most homes in the neighborhood in order to allow greater accessibility for the residents. Neighborhood parks can provide both passive and active recreational activities. Presently, there are five (5) neighborhood parks located in the City.

Community Parks (CP) are designed to serve a group of neighborhoods with a variety of recreational activities. If properly developed and maintained, these parks can attract residents from other parts of the community. Community parks usually contain special recreational assets not found in neighborhood parks. Examples of these exceptional features include swimming pools and recreational facilities. The average size of a community park should be about ten (10) acres. It should serve approximately 10,000 people. Play fields, tot lots, adult sport facilities and passive recreation can generally be found in community

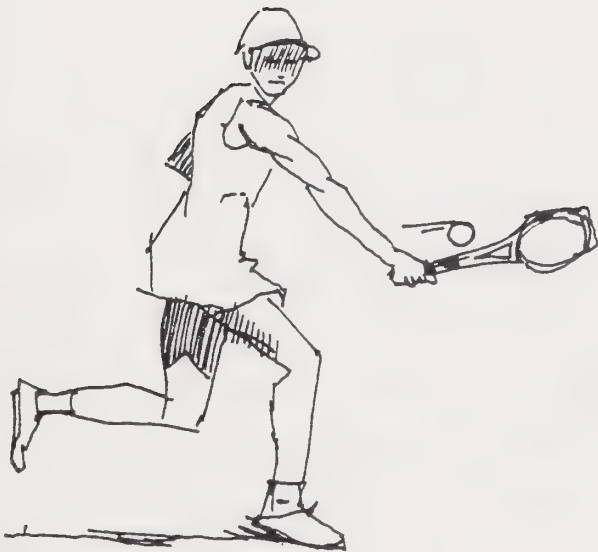
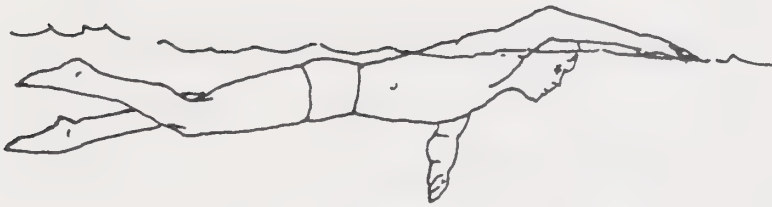
parks. The only community park presently located in the City of Delano is Cecil Avenue Park.

Regional Parks (RP) provide a wide variety of recreational services in order to accommodate the needs of people living within a region. These parks usually include large open space areas and provide major recreation facilities, such as baseball or soccer fields. Regional Parks can be utilized both by residents of the community and the surrounding cities. The size of regional parks ranges from 40 to 100 acres and serves at least a population size of 30,000. The City of Delano is fortunate to have two (2) such parks within its planning area. The two (2) recreational areas are Memorial Park and Lake Woollomes, which are both under the jurisdiction of the County of Kern.

Mini-Parks (MP) are small recreational areas less than one (1) acre in size. The types of recreational activities are limited due to lack of area. Usually the extent of recreational development is a picnic table and two or three shade trees. The Parks and Recreation Department recommends that additional mini-parks be discouraged due to high maintenance costs and lack of community usage.

Special Recreational Facilities (SF) are utilized to fulfill the specialized needs of community residents. These sites are designed to accommodate particular sport activities and leisure and learning activities. Examples of special recreation facilities within the City include tennis courts, a golf course, indoor basketball courts, racquetball courts and swimming pools. In

addition, the Senior Citizen Center, Heritage Park with its collection of historic artifacts, and the Delano Community Center are also considered recreational facilities.



EXISTING CONDITIONS

The City of Delano's recreational system is composed of an array of parks, special recreation facilities, and community-wide activities. Numerous recreational and leisure activities are available to satisfy the diverse needs of the residents in the community.

Recreational facilities in the City include a municipal golf course, lighted tennis courts, swimming pools, soccer and softball fields, indoor and outdoor basketball courts, and various park sites for active and passive recreational activities. In addition, there are structured leagues and tournaments for various sports throughout the year. The Delano Community Center is utilized as a multi-purpose recreational node, encompassing various uses from indoor basketball and volleyball activities to instructional classes in square dancing and arts and crafts.

Additional recreational facilities approved but not currently developed include two park sites, a racquetball court, and an office/exhibit building in Heritage Park. Also, a bicycle lane network is being proposed. Commercial recreation sites include a bowling center, movie theatres, billiards facilities, and a health club. Recently, a four acre commercial recreational site was approved in the north central portion of the City.

Presently, there are twelve developed parks located within the City. Of these twelve areas designated for parkland, there are two regional parks, one community park, two mini-parks, and

seven neighborhood parks. Another three park sites have been dedicated for future development in various sectors of the community. The combined existing and proposed parkland of 85 acres and 15 acres, respectively, is considered sufficient to adequately serve the needs of the community according to the National Recreation Association (NRA). The park development requirements established by the NRA are five (5) acres per 1,000 persons. According to this formula, the City of Delano with its 100 acres presently designated for parkland is in a desirable situation with an average of only 6.06 acres per 1,000 population based upon the 1980 U.S. Census figures for the City. (Pictorial R-a)

The City park system is supplemented by the playing fields, tot lots, and open space areas of the seven elementary schools and two high schools in the community. While these sites are not readily available to the public, local school sites represent a potential resource for joint usage by students and neighboring residents. Due to the rising costs of park maintenance, the need for continued cooperation and consolidation between local school districts and the City is important.

MATRIX OF COMMUNITY RECREATIONAL AMENITIES (Pictorial R-a)

EXISTING & PROPOSED PARK	RECREATIONAL ACTIVITIES													
	ACRES	TYPE*	ACTIVE	PASSIVE	BASEBALL	BASKETBALL	SOCCER/ FOOTBALL	PLAYGROUND EQUIPMENT	CONCESSION	OPEN SPACE	PICNIC AREA	BAR-B-QUE AREA	SWIMMING POOL	SPECIAL AMENITIES
Memorial Park	28.0	RP	●	●	●	●		●	●	●	●	●		● Horseback Riding
Heritage Park	3.0	SF		●						●				● Historical Museum Exhibit Building
Cecil Avenue Park	7.5	CP	●	●		○		●		●	●	●	●	● Horseshoe Area Outdoor Volleyball
Albany Park	6.0	NP	●	●			●	●		●	●	●		
Valle Vista Park	5.0	NP	●	●			●	●		●	●	●		
City Hall Park	3.0	NP		●						●	●			
Ellington Park	4.25	NP	●	●	●		●	●		●	●	●	●	
Community Center	.75	SF				●								● Racquetball Court Senior Citizens Nutrition Site
County Line Park	.1	MP		●						●	●	●		
Clinton Park	.1	MP		●						●	●	●		
Jefferson Park	5.0	NP	●		●		●							● Lighted Tennis Courts Senior Citizens Center
City Golf Course	39.0	SF	●						●			●		● Driving Range
Superblock 8 Park+	4.0	NP	○	○	○			○		○				
Superblock 1 Park+	4.0	NP												
Randolph Park +	5.0	NP												○ Jogging Trail
Superblock 9 Park+	6.0	NP												
11th & Albany Park+	6.0	NP												

● Existing

○ Proposed

+ Not Developed

* See Definitions

FUTURE CONDITIONS

The City of Delano is in a very favorable situation with respect to providing an adequate amount of acreage for outdoor recreation. The National Recreation Association has established a recommended standard of five (5) acres of parkland per 1,000 person population for urban areas. Currently, the City has 100 acres of developed parkland in its eleven (11) existing parks. Another twenty-five (25) acres have been designated in five (5) proposed park sites. A county-operated park, Memorial Park is also located within the City of Delano, providing valuable recreational opportunities and enjoyment. The parkland total of 125.2 acres is more than sufficient and surpasses the expected Growth Rate parkland figure of 113.35 acres. Table R-b (City of Delano - Expected Parkland Demand) illustrates this finding.

Table R-b

CITY OF DELANO
Expected Parkland Demand*

<u>Projected Growth Rates</u>	<u>Expected Population in year 2001</u>	<u>Acreage Required to meet Parkland Demand</u>
.8% annual increase	19,054	95.27
1.1% annual increase	19,887	99.44
1.3% annual increase	21,306	106.53
1.5% annual increase +	22,767	113.35
2.0% annual increase	24,624	123.12

*According to National Recreation Association requirements.

+Expected Rate of Growth

Bike lanes have been proposed for development along the following City streets:

First Priority

11th Avenue between Jefferson Street and Randolph Street

11th Avenue between Albany Street and High Street

11th Avenue between High Street and Jefferson Street*

Lexington Street between Cecil Avenue and Garces Highway

Lexington Street between Garces Highway and Woollomes Avenue*

Second Priority

Randolph Street between County Line Road and Woollomes Avenue

Clinton Street between 20th Avenue and Garces Highway

Ellington Street between Cecil Avenue and Garces Highway

Jefferson Street between Cecil Avenue and Garces Highway

Third Priority

20th Avenue between Girard Street and Browning Road

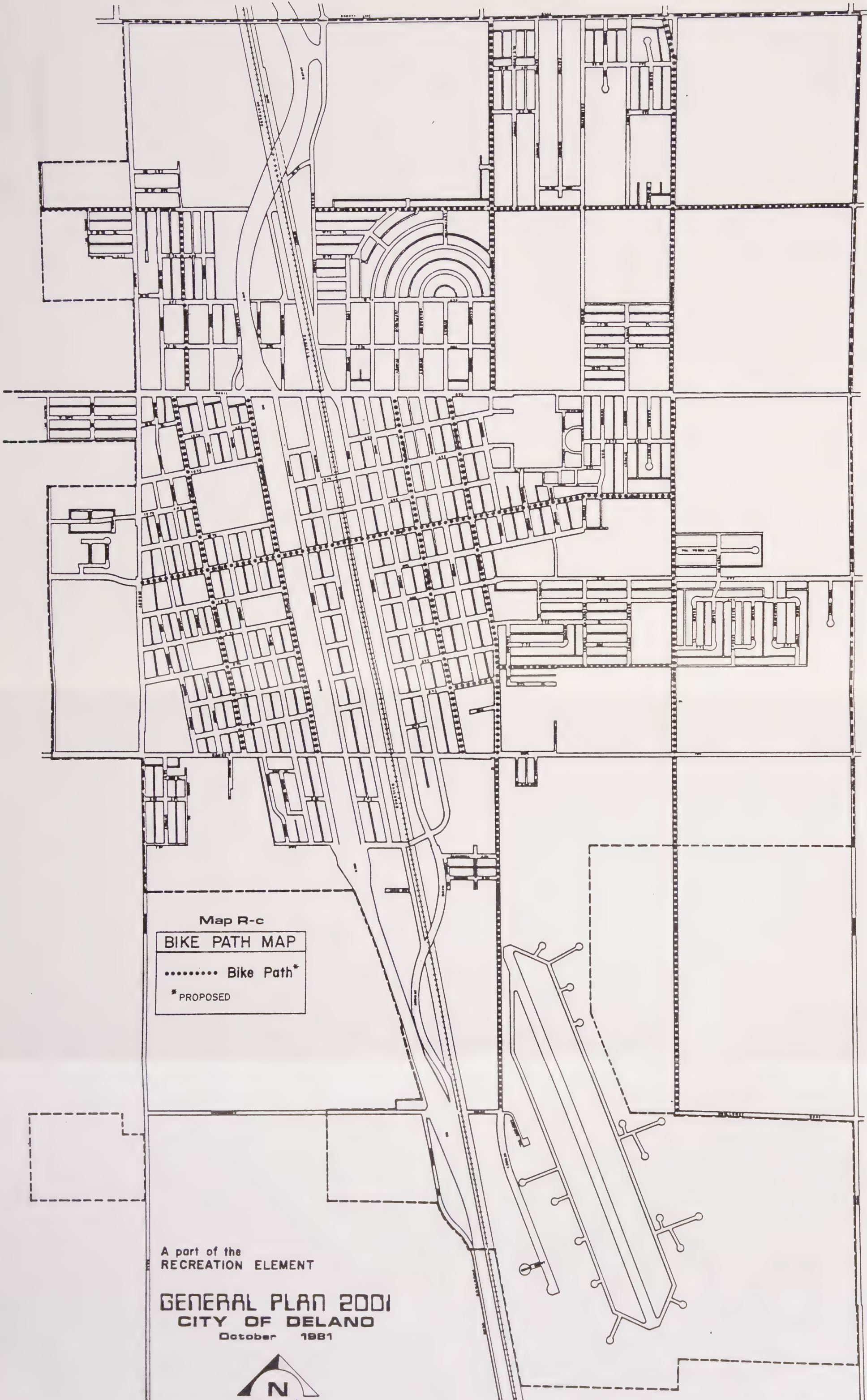
20th Avenue between Albany Park School and Clinton Street

Norwalk Street between County Line Road and Cecil Avenue

6th Avenue between Jefferson Street and Randolph Street

*Signs only. No striping.

Tennis courts, racquetball courts, and skating rinks were the major recreational recommendations from the Citizens' Advisory Committee to the General Plan 2001. Other suggestions by the Committee included jogging paths, baseball fields, basketball courts, miniature golf courses, arcades, and a boxing gym.



Map R-c

BIKE PATH MAP

..... Bike Path*

* PROPOSED

A part of the
RECREATION ELEMENT

GENERAL PLAN 2001
CITY OF DELANO

October 1981



no scale

PROJECTED DEVELOPMENT PLAN

It is recommended that the following projects be established for the following suggested acreage outline below, within the City of Delano. These facilities will be located within optimum travel distance for most residents in the City of Delano. These projects should be preserved as soon as possible, before they are lost for recreational purposes. (Map R-d)

WEST-SIDE

Neighborhood Park - 5 acres
Location: West of Albany Street & 11th Avenue

EAST-SIDE

Neighborhood Park - 5 acres
Location: 6th & Randolph Street, near Del Vista School

NORTH-EAST SIDE

- A. Neighborhood Park - 4 acres
Location: County Line Road & Norwalk (Superblock 8)
- B. Neighborhood Park - 6 acres
Location: 20th Avenue & Randolph (Superblock 9)
- C. Neighborhood Park - 4 acres
Location: Cecil Avenue & Randolph Street (Superblock 1)

SOUTH-EAST SIDE

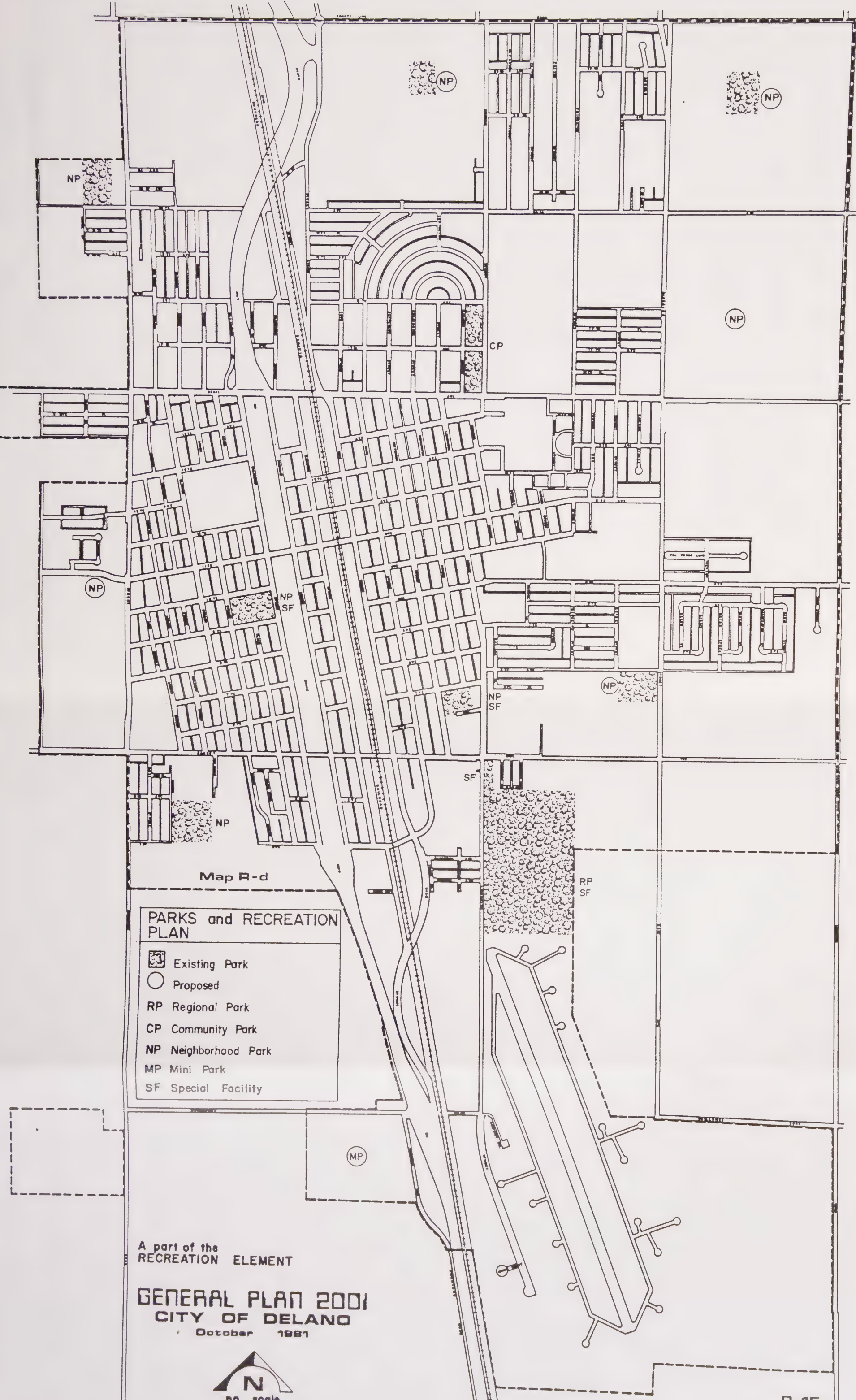
Golf Course - 39 acres
Location: Lexington & Balboa Streets
Note: This is an expansion of an existing 9-hole course to an 18-hole course.

The proposed parks should include the following type of recreational facilities:



- a) Play Equipment
- b) Ball Diamonds (Lighted)
- c) Play Field with Soccer and Football Areas

- d) Community Center Building (Restrooms)
- e) Basketball Courts (Outdoor)
- f) Picnic Area
- g) Bar-B-Que Area
- h) Open Space Area

Note: Tennis courts and racquetball courts should be built wherever possible.



**PARKS and RECREATION
PLAN**

-  Existing Park
-  Proposed
- RP Regional Park
- CP Community Park
- NP Neighborhood Park
- MP Mini Park
- SF Special Facility

A part of the
RECREATION ELEMENT

GENERAL PLAN 2001
CITY OF DELANO

October 1981



RECREATION GOALS, OBJECTIVES, AND POLICIES

1.0 Promote an environment that would accommodate the diverse recreational needs of the residents of Delano.

1.1 Provide adequate park and recreational areas to meet the needs and desires of the residents in the community.

1.1.1 Insure that provisions for outdoor recreational facilities are located no farther than 1/2 mile walking distance from a residential subdivision.

1.1.2 Allocate additional parkland commensurate to the direction and amount of growth experienced by the City.

1.1.3 Insure consistency with the Land Use Element and the Environmental Management.

1.2 Insure cooperation between local school districts and the City.

1.2.1 Consider joint recreation ventures between local school districts and the City.

1.3 Enhance the beautification of the City through consistent landscaping programs.

1.3.1 Maintain the Master Tree Planting Program to assure beautification and continuity along designated City streets.

1.3.2 Restrict the planting of street trees to commercial and industrial development.

RECREATION ACTION PROGRAMS

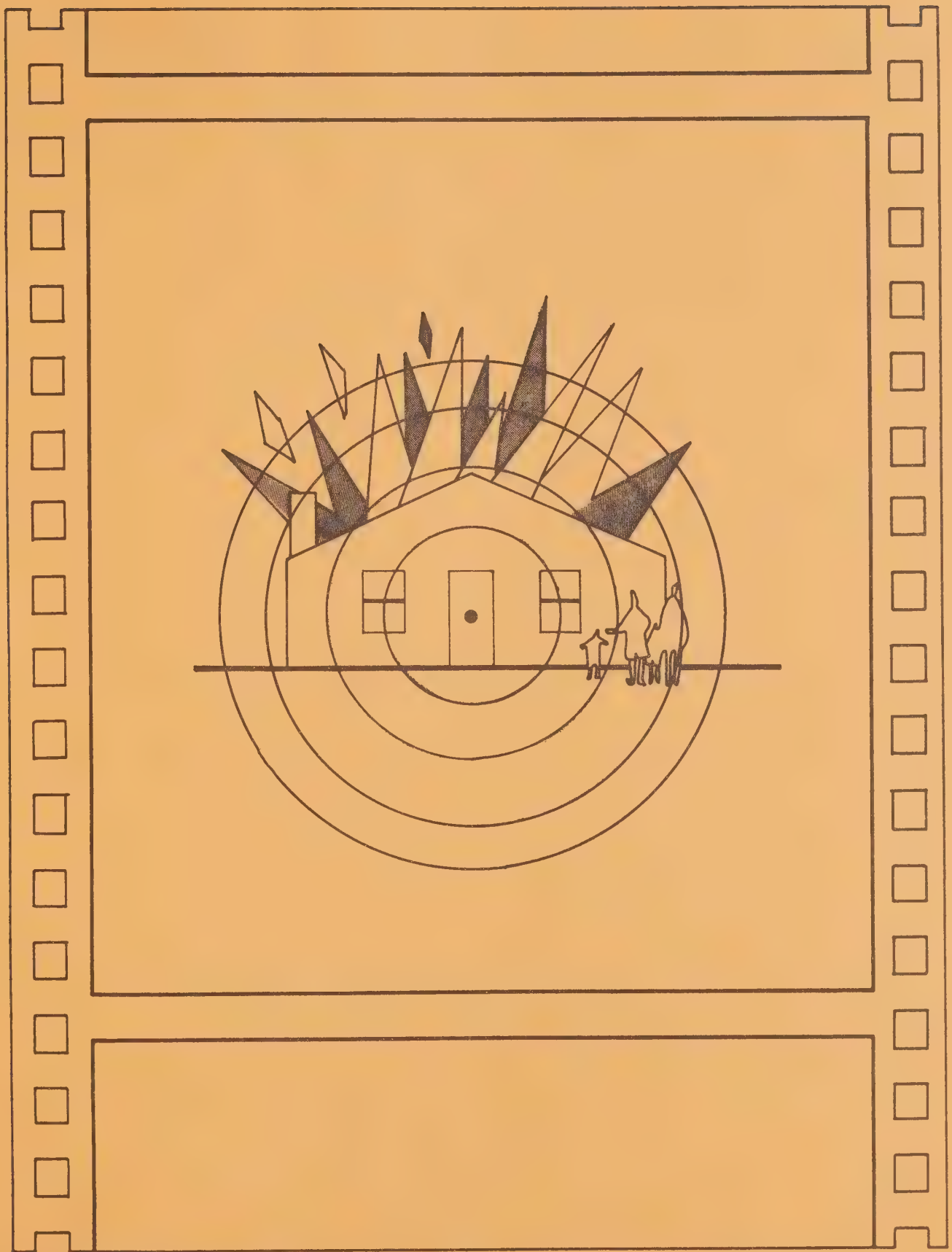
In order to achieve the recommended goals, objectives, and policies of the Recreation Element, certain action programs and procedures must be implemented. By executing these programs or similar programs, the recreational needs of the City can be attained.

1. The City should continue to explore financial assistance programs from federal, state, local, and private sources that can assist in providing more recreational amenities for community residents.
2. The Parks and Recreation Department and the Parks and Recreation Commission should continue to maintain the National Recreation Association's parkland standard of five (5) acres per 1,000 population. Joint recreational ventures with other public and private entities may be included in the calculations.
3. Due to the increasing cost of developing and maintaining recreational facilities, the City and the local school districts should pursue joint recreation possibilities to serve the needs of both the students and the general public.
4. The City should continue to coordinate and cooperate with federal, state, regional, and local entities to maximize usage of all public recreational facilities and to minimize unnecessary duplication.
5. In order to attain adequate outdoor recreational land for existing and future residents of the community, the City should continue the utilization of the Quimby Act. Under this piece of legislation, cities can require: 1) dedication of recreational land; 2) the collection of in-lieu park fees; or 3) a combination of the above two (2) options as from developers of new residential developments.
6. The in-lieu fees received in accordance with the Quimby Act shall be used for the purchase and development of parkland that will accommodate the needs of the residents of that particular area.
7. The City shall require that all parkland dedication obtained through the provisions of the Quimby Act meet the acreage requirements and standards estab-

lished in Chapter 16.34 of the Delano Municipal Code.

8. The Parks and Recreation Department should encourage economically self-sufficient recreation activities by implementing user fees, facility fees, and registration fees in its programs.
9. The City should develop the bike lanes and facilities recommended in the proposed City Bicycle Plan. The bike lanes should be developed in a prioritized manner, dependent on user demand and available funding.
10. Commercial recreational sites should be considered as a viable alternative to dedication of parkland. The Planning Department and the Parks and Recreation Department should make the necessary revisions to the development requirements Ordinance so that commercial recreational areas could be included in the dedication calculations.
11. The City should adopt a Master Tree Planting Program for the City of Delano. Under the supervision of the Parks and Recreation Director, the Tree Program would designate locations for street trees and specify appropriate tree types along major city streets. Areas with high commercial or industrial concentration should be primary target areas.
12. As recommended by the City Parks and Recreation Department, and the Parks and Recreation Commission, the following projects should be deleted from the Development Plans of the 1973 Open Space Element of the City of Delano General Plan:
 - . Proposed neighborhood park (east of the airport on Randolph Street)
 - . Proposed community hall and park on South Lexington Street
 - . Proposed community hall at Valle Vista Park
 - . Proposed community center building at Cecil Park
 - . Proposed baseball diamond at Valle Vista Park
 - . Proposed wading pools at Albany Park
13. The City should eliminate the two (2) mini-parks on Clinton Street and County Line Road from the City park system. The maintenance costs are extremely high and the usage is low. The City should also discourage future development of mini-parks.

14. The City of Delano should pursue new recreational ventures with the Delano Union High School District to rehabilitate the tennis courts for joint usage by the school and the community. The City should also work with the Delano Union Elementary School District to assure ample recreational areas for the students and the general public.
15. The City shall consider prohibiting the use and possession of alcoholic beverages at Cecil Avenue park during school sessions except to organizations obtaining a permit. A sign shall be posted in the area to enforce this ordinance.



INTRODUCTION

California's geological and climatic composition creates an array of scenic and ecological wonders. While these natural conditions make our state unique and aesthetically pleasing, the potential for natural-related catastrophes becomes greater. Subsequently, the State of California has experienced an increasing number of earthquakes, fires, floods, landslides, and other natural hazards during the past two decades.

In 1971, the state legislature amended the California Government Code to include two additional mandatory elements to the general plan requirements. Thus, the Seismic Safety Element and the Safety Element were incorporated as part of the mandatory elements that must be adopted by all cities and counties.

Under Section 65302(f) of the Code, the Seismic Safety Element must consist

" . . . of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failure or to the effects of seismically induced waves as tsunamis and seiches. The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves."

Section 65302.1 requires the Safety Element to provide

" . . . for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths,

clearances around structures, and geologic hazards mapping in areas of known geologic hazard."

Because the consequences of natural hazards are inter-related, the Seismic Safety Element and Safety Element will be prepared jointly as a single issue of concern. This Safety Hazard Element of General Plan 2001 will identify and discuss various hazards that presently occur and those that potentially threaten the Delano Planning Area and Kern County.

The intent of the Safety Hazard Element is to reduce and minimize the economic, social, and physical disruption created by natural geologic dangers. In this portion of General Plan 2001, various measures will be discussed to improve the protection of public health, safety, and welfare of the community against the geologic, fire, and flood hazards. Ultimately, this element will increase public awareness about the danger of natural hazards.

FRAMEWORK

The Safety Hazard Element of General Plan 2001, which combines the mandated Safety Element and Seismic Safety Element, shall be structured in the following manner:

- A. Identification of seismic and other geologic hazards as well as fire and flood hazards commonly found in Kern County.
- B. Assessment of geologic, seismic, and fire hazard potential in the Delano Planning Area.
- C. Assessment of levels of acceptable risks to life and property by local residents in the Delano Planning Area.
- D. Identification of major safety hazard issues.
- E. Outline of safety hazard policies that will help reduce the geologic and natural dangers that threaten the health and safety of the community.
- F. Listing of Safety Hazards Action Programs that are to be implemented to insure the attainment of safety hazard policies and to improve the protection of the residents from destruction and damage of natural and geologic occurrences.

TYPES OF SAFETY HAZARDS

SEISMIC-RELATED HAZARDS

Fault Displacement

Fault movement is the result of a theory called Elastic Rebound. Under this theory of quake movement, a fault is incapable of movement until strain has built up in the ground on either side. The continual shifting of the earth's crust also creates additional strain on the fault. Rocks on the surface and subsurface become deformed but hold their positions. Finally, the accumulated stress will become too great for the rocks to resist and the earth quickly snaps into an unstrained position. This process of a slow build-up and sudden release within masses of rocks creates the shock waves we know as earthquakes.

There are several faults throughout California, most of which are extinct and long dormant. However, those faults that are active or potentially active pose a great danger to both man and the environment. A major problem for geologists and technicians is identifying where the next displacement will occur along a particular fault. Faults usually consist of a system of branch and secondary faults.

Ground Shaking

One of the major hazards caused by seismic activity is ground shaking. When the elastic strains are transferred from potential energy to kinetic energy, the sudden movement is so

great that the resulting shaking motion may send damaging shock waves miles away. Ground shaking is commonly found in areas underlain with soft, loose, water-saturated sediments. In areas with large amounts of alluvial soils, the potential for serious damage to structures, especially tall buildings, is significant. Without structural reinforcements to help withstand the strong lateral movements, the vibrations of the earthquake tremor can incur destruction to life and property.

GEOLOGIC HAZARDS

Liquefaction

Liquefaction is a natural process whereby water in unconsolidated sand or other granular elements are subjected to pressure generally caused by ground motion. While the granular sand is compressible, the water is not and, thus, seeks to be released. As the fluid begins to move out of the materials, the sand loses its strength. The reaction is similar to the properties of quicksand. In areas where liquefied materials are in large underground layers, the occurrence virtually results in the ground flowing out from underneath the buildings. This geologic hazard is potentially dangerous in areas subjected to high seismic activity during the wet seasons of the year. It can also occur in some areas with shallow water tables.

Erosion

Land erosion is a natural process which wears down the

materials of the earth through weathering and fragmentation. Another type of erosion called lakeshore erosion is caused by natural and manmade wave motion. In instances where erosion is induced by seismic activity, the natural phenomenon is likely to occur on gentle to steep slopes covered with unconsolidated sediments. Landslides, tilting, and offsetting along fault zones are examples of natural situations that aggravate this geologic hazard. Losses from this geologic hazard can be minimized through efficient engineering design, proper grading and drainage, and periodic removal of sediments from drainage systems and basins.

Flooding

Flooding is a natural phenomenon caused by an overwhelming volume of water rising above its normal waterline and spreading over the land. Flooding may result in failure of dams, canal banks, or irrigation systems. In some cases the presence of landslides block drainage channels, streams, and rivers. Much of the damage caused by flooding is a result of residential and commercial structures located within a floodplain.

Land Subsidence

Land subsidence is a type of ground failure that is related to seismic activities, such as ground shaking. This hazard is created by: 1) the removal of large volumes of fluids from underground reservoirs and hydrocompaction, the addition of surface water to certain types of soils. The result is a sinking or collapse of the soil structure in the affected area. Land subsidence increases the maintenance problems on roads, under-

ground utilities, and canals. Common mitigating practices include injecting water into the ground to raise the water table and reducing ground pumpage from the affected water table.

There are four (4) types of subsidence in Kern County. These subsidence causations are identified as tectonic activity, withdrawal of groundwater, extraction by oil and gas, and hydrocompaction of moisture-deficient alluvial deposits.

Tectonic subsidence is recognized as the long-term slow sinking of the San Joaquin Valley trough. It is not apparently noticeable and is significant only over a geologic time period.

Subsidence caused by withdrawal of groundwater is the major form of subsidence in the Delano area. Water from subterranean tables is being extracted at a rate faster than it can be replenished, thus, causing a decline of the water levels. This problem is evident in many parts of Kern County and should be of major concern. Subsidence caused by groundwater withdrawal should be reduced and regulated, especially in urban areas. As a result of groundwater subsidence, areas south of Bakersfield and in other parts of the County have experienced a lowering of the ground level.

Subsidence caused by oil and gas extraction is considered insignificant and is not a serious concern. The State Division of Oil and Gas guards against hazardous extraction levels by: 1) monitoring subsidence in oil and gas fields; 2) regulating oil and gas withdrawals; and 3) repressuring the fields.

Subsidence caused by hydrocompaction of alluvial deposits is another form of subsidence found in Kern County. This collapse of the soil structure occurs in near-surface strata where rainfall or other moisture has not penetrated during a long period of time. Areas with moisture-deficient alluvial deposits can cause considerable damage and thus, should be mapped, studied, and evaluated.

Landsliding

This natural hazard is also associated with earthquake activity. Landslides are defined as the relatively rapid downslope movement of soil, rock, and rock debris as a mass. The rate of this downslope movement of materials may vary, ranging from speeds of twenty miles per hour to one inch per year. Although landslides can be identified with seismic activity, these hazards are commonly related with irregular topography, soil with high ground failure and areas disturbed by human activity.

FIRE HAZARD

Home Fires

There are various reasons for the cause of home fires. Most of causations are related to human ignorance and cooking, smoking, heating, open matches, and unattended fireplaces are examples of common causes for home fires. The danger of home fires is increased when wood-shingled roofs, wooden exteriors, slim setbacks, and wood-piles are present.

Indoor Public Assembly Facilities

Facilities that are utilized to accommodate large groupings of people pose a unique fire hazard for the occupants. Because the people are generally unfamiliar with the surroundings, the potential for a mass-panic situation is of major concern. Examples of these indoor public assembly facilities include churches, theatres, auditoriums, and restaurants. In some instances, the buildings do not adhere to present fire regulations.

High Fire Potential Buildings

Some hazardous buildings have a higher potential for fire loss and damage than others. These fire hazardous buildings permit fires to spread quickly within the structures. The characteristics of these structures include obsolete heating and ventilation systems, inadequate wiring, no fire walls, and open stairwells. Usually, high fire potential buildings are older residential and commercial structures.

Brush Fires

Brush fires are a very serious fire hazard both in and out of a city's jurisdictional boundaries. These fires usually occur in the warmer months of the year. When the planted or natural vegetation begins to dry in the summer heat, the danger is quite significant because the potential fuel of a brush fire upon ignition is tremendous. Property owners with homes adjacent to uncleared vacant lots become the unknowing targets of city brush fires.

RISK ACCEPTANCE

The Safety Hazard Element emphasizes on misfortunes caused by natural or unforeseen occurrences. In this respect, a hazard can be defined as an unexpected disaster or accident, occurring in a random fashion. Because of the uncertainty of its occurrence, it becomes difficult to evaluate the hazard and establish an appropriate risk factor to the hazard.

In preparing these mandated issues of concern, the State of California requires that local governments specify the "level or nature of acceptable risk to life and property." While no society is deemed "hazard-free," an attempt must be made to establish appropriate levels of safety for the community, even though the proper planning response may be of a judgemental nature. The potential for natural and man-made hazards are continually present, but through public policy and acceptable mitigating measures, the consequences can be minimized.

Subsequently, risk can be seen as "the degree of probability of a hazardous occurrence." Due to the unpredictability of a hazardous occurrence, the planning perspective is one of policy statements that is politically and economically acceptable to the general public and the local government.

There are many aspects that must be considered by the public when acceptable risk is being discussed.

Economics. The early methods of determining acceptable risk levels dealt with the relationship of losses to earthquake intensity (Mercalli scale). Variability in earthquakes and other factors made this type of risk

evaluation relatively inadequate. While minimal losses can be attained through increased cost, risk will be acceptable when the public is no longer willing to pay additional costs.

Cognizance. Risks taken unknowingly are very different from risks taken with full awareness. The public should be aware of all identified hazards and the risks that surround each specific hazard. It must be the duty of the proper public agencies to provide the necessary information which will assist the public in determining the risk levels.

Mitigation. Losses can be reduced through a variety of methods. Demolition, relocation, alteration, and use activity changes are some of the ways damage can be minimized.

Equality. No one should be subjected to additional risk without receiving an increase in benefit. The public should be treated fairly and equally with appropriate levels of risks and benefits being distributed evenly.

In conclusion, the public can express their feelings on risk acceptance to their councilmen, planning commissioners, and staff. They themselves can decide how much risk they are willing to accept. Many decisions concerning acceptable risk are personal that each individual must make privately. Therefore, it becomes very improbable for the governing body to determine what level of risk all citizens should accept. It will be important to determine appropriate public policy on this issue.

EXISTING CONDITIONS

Seismic Activities

Kern County is recognized as a high seismic activity area in California. Several major fault lines and their branches criss-cross much of the county. Included in this list are the San Andreas Fault, the Garlock Fault, the Sierra Nevada Fault, White Wolf Fault, Kern Canyon Fault, and Breckenridge Fault. Because of the geologic conditions, the land is susceptible to moderate and severe ground shaking.

As depicted in Map SH-a, most of the earthquake epicenters and fault lines are located in eastern and southwestern Kern County. Delano is located in the northwestern part of the county. Three minor earthquake epicenters have been designated ten miles southwest of the City. The Pond-Poso Fault Line has been identified six miles southwest of the City. This fault line traverses the area in a northwesterly-southeasterly direction. Although the Pond-Poso Fault has been associated with seismic activity, all of the recorded activity have been to the southwest of the fault line and, therefore, not in the Delano area. The magnitude of these tremors has been in the relatively mild range of 3 to 4 on the Richter Scale. It is thought that this fault represents no serious threat to the activities in the area.

Two minor sub-surface faults running in a northwest-southeast direction through Delano have been identified by William

Map SH-a SEISMIC HAZARD ATLAS

MAP OF KERN COUNTY SHOWING
EARTHQUAKE EPICENTERS · CLAY SOIL
SHALLOW WATER · SELECTED FAULTS

SOURCE: CALIFORNIA INSTITUTE OF TECHNOLOGY SEISMOLOGICAL LABORATORY
(COMPUTER PRINTOUT, 1932-1971)
U.S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE

BEING SUPPLEMENTARY DATA TO THE
SEISMIC SAFETY ELEMENT

MAP PREPARED BY THE KERN COUNTY PLANNING DEPARTMENT
IN COORDINATION WITH THE KERN COUNTY COUNCIL OF GOVERNMENTS

- LEGEND:
- | | | |
|---------------|--------------------------|--|
| SYMBOL | RICHTER MAGNITUDE | HIGH MAGNITUDE CENTER OF EPICENTER CLUSTERS |
| ○ | 2.9 OR LESS | ○ CLAY SOIL (group 8 cells) |
| ● | 3.0 TO 4.9 | ○ STEEP SLOPE-CLAY SOIL (group 7 cells) |
| ■ | 5.0 TO 6.9 | ○ SHALLOW WATER TABLE 5' to 15' |
| ■ | 7.0 OR GREATER | — FAULTS |
| | | ○ SHALLOW WATER TABLE 5' to 20' |

SEISMICITY AND STRAIN RELEASE
WHEN TWO OR MORE EARTHQUAKES HAVE OCCURRED AT THE SAME AVERAGE LOCATION (EPICENTER) ONE SYMBOL REPRESENTING THE SUM OF THE INDIVIDUAL STRAIN RELEASES DURING THESE EARTHQUAKES IS SHOWN ON THIS MAP WITH A SUBSCRIPT NUMBER EQUAL TO THE NUMBER OF QUAKES AT THAT LOCATION DURING THE YEARS FOR WHICH THE DATA ARE AVAILABLE (1932-1971)

STRAIN RELEASE SUM: 96.14
NUMBER OF QUAKES: 9
VALUE FROM N₂ TABLE: 5.2
SYMBOL: D₉

REVISED NOV. 1975
SHALLOW WATER TABLE 5' to 20'

H. Park, Registered Geologist. These two sub-surface faults are located 6,000 and 7,000 feet below sea level. There is no evidence that either of these faults exist on the surface or will have any adverse effects on urban development. As a result, ground shaking potential and fault displacement potential are both low. It must be noted that Delano has not experienced any severe seismic-related activity.

GEOLOGIC ACTIVITIES

Liquefaction

Liquefaction does not pose a serious threat in the Delano area. There are no known shallow water tables in the area and no significant ground motion activity. There have been no reported incidents of liquefaction hazards in the Delano Planning Area.

Erosion

The hazardous potential of soil erosion is minimized by the low slope grades in the Delano area. The land is flat and no hills or mountains are found in the immediate area. Most of the land has been cultivated and used for urban development or agricultural production. However, wind erosion is prominent in the area due to the agricultural activities in the area.

Flooding

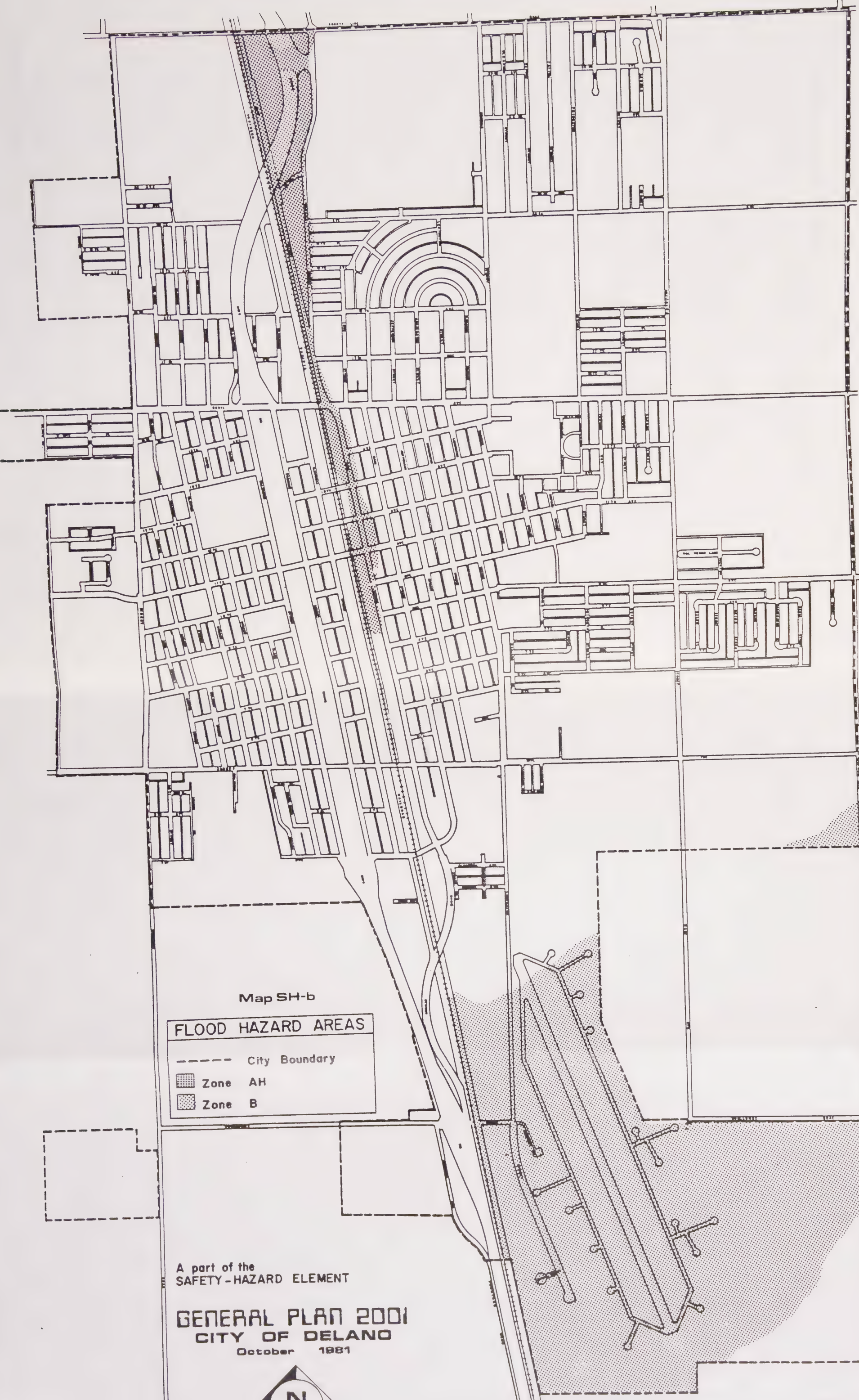
Delano is situated at the base of the Sierra Nevada Foothills. While the geographical setting of the community reduces

the significance of flood hazard in the area, flooding problems do exist in certain sections of the community. Ponding is the major flooding problem in Delano with the High Street Pool, the 20th Avenue Pool, and Rag Gulch being identified as flood hazard areas. As the storm water flows through the city in an east to west direction, the elevated Southern Pacific Railroad that runs north to south obstructs water movement from continuing westward. Thus, water is collected in these areas east of the railroad tracks.

The 20th Avenue Pool is located between 18th Avenue and County Line Road while the High Street Pool is bounded by 8th Avenue and Cecil Avenue. Conversely, the Rag Gulch flows to the west through the agricultural land from the Friant-Kern Canal. As the water flow approaches Delano, it produces shallow sheet flooding across the airport during high flow periods.

Flood hazard areas are determined by calculating the number of occurrences of flood events at a certain magnitude during designated recurrence intervals. Subsequently, the recurrence interval represents the long-term, average period between floods of a specific magnitude. Hence, a flood hazard area denoted as having 100-year flood capabilities is expected to be equaled or exceeded once on the average during a 100-year period.

As illustrated in Map SH-6, the incorporated areas of Delano were divided into various flood potential zones. According to the Draft Flood Insurance Study - City of Delano pre-



Map SH-b

FLOOD HAZARD AREAS

- City Boundary
- Zone AH
- Zone B

A part of the
SAFETY-HAZARD ELEMENT

GENERAL PLAN 2001
CITY OF DELANO
October 1981



pared by Boyle Engineering Corporation, only two types of zones were identified as having flood hazard characteristics. These zones are listed below:

Zone AH: Special Flood Areas inundated by types of 100-year shallow flooding and ponding where depths are between 1 foot and 3 feet.

Zone B: Areas between the Special Flood Hazard Areas and the limits of the 500-year flood; areas subject to certain types of 100-year shallow flooding where depths are less than 1 foot.

Land Subsidence

Land subsidence activity in the Delano area is quite limited. Of the four (4) identified subsidence classifications, only subsidence caused by withdrawal of groundwater is significant. Tectonic subsidence, oil and gas-extracted subsidence, and subsidence caused by hydrocompaction of moisture-deficient alluvial deposits is minimal or non-existent.

The only significant subsidence activity in the Delano area is from the withdrawal of groundwater. The City receives its domestic water supply to serve its residents from groundwater water wells. In addition, most of the area's economy is dependent on the agricultural production industry. Several agricultural wells have been constructed on land surrounding the City to irrigate the table grapes, cotton, alfalfa, and other crops. As a result of heavy demand on the groundwater supply, land subsidence in the area is evident. One possibility of reducing the rate of subsidence from groundwater loss is utilizing Friant-Kern Canal for domestic purposes.

FIRE-RELATED ACTIVITIES

Home Fires

The Delano Fire Department responded to 66 residential fires in the last three years. The majority of these incidents were caused by human carelessness and negligence. The dry hot climate which is common in agriculturally-productive areas in the San Joaquin Valley and the older housing stock in the community also contributed to the number of total fires involved. Homeowner awareness and the strict enforcement of municipal codes can play key roles in fire prevention throughout the City.

Indoor Public Assembly Facilities

Several buildings in Delano are used for public congregation and assemblage. Churches, school auditoriums, and commercial conference rooms as well as restaurants, nightclubs, movie theatres, and social halls are utilized to house large gatherings of people. Some of these buildings were constructed before the new building codes were adopted. In these instances, the electrical wiring and building construction would be considered inadequate when measured by the present building codes. The Building Department continually inspects many of these buildings to guard against massive panic situations during times of fire.

High Fire Potential Buildings

Most of the high fire potential buildings are older residential and commercial structures located throughout the City.

The former type of hazardous buildings generally house low-income families or the elderly. Meanwhile, the commercial structures with high fire potential are family retail and service establishments dating back several years. Many of these buildings have been inspected in recent years and upgraded to meet state and local fire regulations.

Agriculture Fires

The geographical location of Delano and the type of economic base of the community allows the area to be very susceptible to agriculture fire. Over the past 31 months, the Delano Fire Department has responded to over 170 agriculture fire incidents. Many crops begin to dry in the summer heat, thus increasing the potential for agriculture fires. To guard against agriculture fire potential, the State of California enacted the Public Resources Code Clearance Law of 1963. The Clearance Law established the minimum clearance of flammable vegetative growth around structures, especially in brush-and-tree-covered watershed areas. Locally, the City's Weed Abatement Program is used to enforce removal of dry grass and debris from vacant city lots. The County of Kern also maintains fire breaks and weed clearance programs aimed at reducing the volume and the intensity of fire fuel.

SAFETY HAZARD ISSUES

Issues that are related to seismic, geologic, and fire hazards must be identified before the goals, objectives, and policies of this element can be established. The following issues affect the City of Delano and the Delano Planning Area:

1. Adequate water supply for fire protection. Sufficient water quantity and water pressure must be maintained to aid fire-fighting units in controlling fires. This is extremely important during the summer months when resident usage is high. The City water system with its water wells, storage tanks, and intricate pipelines must continue to distribute adequate water pressure to proposed and existing projects.
2. Community acceptance to a certain degree of risk. The citizens must be willing to accept a certain amount of risk from seismic, geologic, and fire hazards. Although there are methods to greatly minimize hazardous consequences, the costs become prohibitive.
3. Continual subsidence from groundwater removal. Land in the Delano Planning Area is continually experiencing subsidence because of the removal of groundwater for agricultural production and human consumption. The gradual lowering of the surface may create adverse long-term effects. More efficient water usage and the possibility of tapping into the Friant-Kern Canal system to serve domestic needs are two of the alternatives that could be considered to alleviate the subsidence hazard.
4. Agriculture fire dangers within the City and throughout the Delano Planning Area. Several neighborhoods located around the perimeter of the City are subject to the dangers to agriculture fires. Control of dry weeded areas is important for the protection of the houses in close proximity. Vacant lots in the City also pose a fire safety problem.
5. Inadequate fire protection for the City west of Southern Pacific Railroad Line. Due to the developmental layout of the City and the placement of the Southern Pacific Railroad, providing effective fire protection throughout Delano is becoming increasingly difficult. Fire response time requirements are hampered occasionally by the periodic train movements that bisect the City. The City's lone wastewater treatment plant, Whitten Pumps and the proposed multi-million dollar gasohol plant are some of

the major operations that may incur heavy losses in the event of a fire catastrophe. The development of a small fire station or an overpass/underpass should be considered to assure reasonable protection for all residents in the community.

6. Cognizance of known seismic activity potential within Kern County. Although no active fault lines are noted in the Delano Planning Area, several dangerous fault lines exist within Kern County. The San Andreas Fault, the Garlock Fault, the White Wolf Fault, and the Sierra Nevada Fault pose a significant potential problem for county residents. Measures must be taken to inform the people and to reduce the impacts of destructive seismic activity.

SAFETY HAZARD ELEMENT GOALS, OBJECTIVES, AND POLICIES

- 1.0 Promote minimal loss of life, bodily injury, and property damage from seismic and other geologic occurrences.
 - 1.1 Reduce the loss potential of life and property caused by earthquakes and resultant effects.
 - 1.1.1 Require that seismic considerations be included in all areas identified as having significant earthquake potential.
 - 1.1.2 Retain geologically hazardous areas, which are unsuitable for human occupancy, as open space. (Note: See Safety Hazard Action Programs)
 - 1.1.3 Insure that future structures built in high seismic-potential areas conform to the guidelines established in the Uniform Building Code: Earthquake Regulations.
 - 1.1.4 Support the adopted Kern County Emergency Plan showing evacuation routes and protective safety procedures.
 - 1.1.5 Coordinate with other governmental agencies to establish plans and programs that would improve the protection against seismic dangers.
 - 1.2 Protect community residents from the hazards of flooding.
 - 1.2.1 Require that all urban development within flood prone areas meet the requirements established in the Land Use Classification Outline: Special Consideration Areas. (See Map LU-ℓ)
 - 1.2.2 Encourage the usage of high flood areas as open space or limited recreational uses.
- 2.0 Provide adequate fire protection services throughout the Delano Planning Area.

- 2.1 Promote and encourage adequate fire control within the Delano Planning Area.
 - 2.1.1 Insure that all sectors of the City maintain adequate water pressure and water supply for fire fighting purposes.
 - 2.1.2 Maintain an effective and well-trained Fire Department that will protect the community from fire dangers.
 - 2.1.3 Retain a viable inner-governmental fire protection service to adequately protect the residents in the outlying areas.
 - 2.1.4 Continue and maintain weed abatement and brush clearance to reduce fire danger throughout the community.
 - 2.1.5 Utilize proper mitigation measures to protect new development from areas with high brush fire potential.
- 2.2 Promote public and private efforts aimed at increasing community awareness about the danger of fire.
 - 2.2.1 Educate the public about the hazards and effects of fires throughout a variety of promotional and informational programs to minimize the potential danger.
 - 2.2.2 Implement and enforce programs that will reduce fire potential.
 - 2.2.3 Encourage and promote improved fire and geologic hazard insurance programs.

SAFETY HAZARD ACTION PROGRAMS

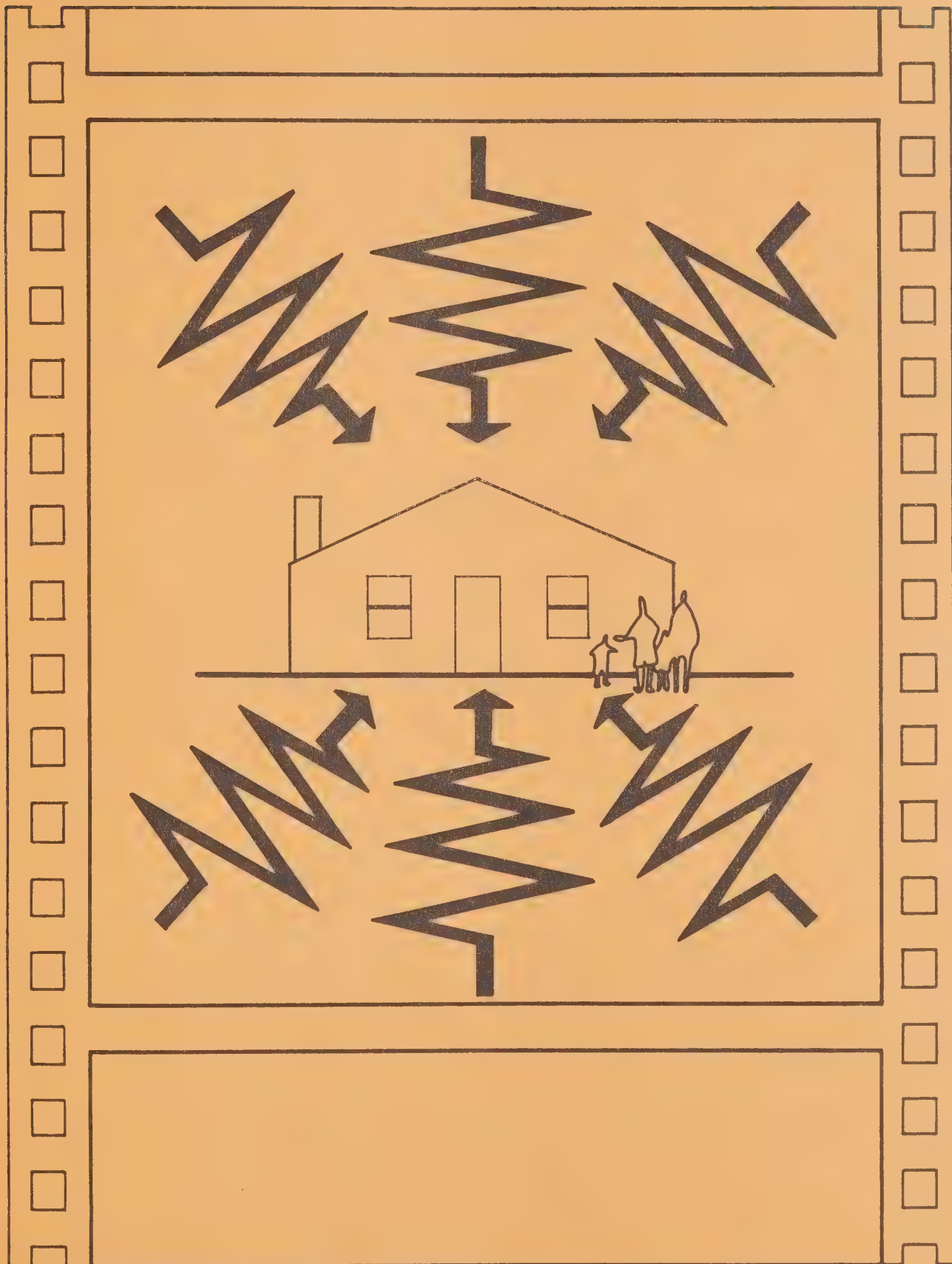
Seismic and Geologic Hazards

1. The City should utilize those lands that have been identified as being hazardous for human occupancy and designated as "open space areas" for agriculture, natural wildlife habitats, and limited recreation purposes.
2. The City should establish an ordinance requiring that all proposed public buildings have a soil test prepared to determine the soil quality.
3. The Building and Planning Departments should continue to enforce the earthquake requirements of the Uniform Building Code for future buildings and structures.
4. Identified geologic hazards in a proposed subdivision should be referenced on the submitted final subdivision map.
5. The Public Works/Engineering Department should enforce the Uniform Building Code requiring geological and soils engineering investigations in identified significant geologic hazard areas.
6. The City Council should support the adoption of State legislation requiring improved site design and construction standards for emergency facilities, (i.e., police and fire stations, emergency communication centers, community fallout shelters).
7. All significant and important buildings constructed prior to 1948 should be inspected by a structural engineer for potential hazards. Since many of these buildings have regional impacts, the source of funding for the inspection program should be at the regional level.
8. The City should introduce and support community programs that train the general public to assist police, fire, and civil defense personnel during periods of seismic occurrences.
9. The City should consider preparing contingency plans for the provision of an emergency water supply in the Delano Planning Area.

Fire Hazards

10. The Fire Marshall and the Chief Building Official shall insure that all buildings are designed and equipped for an adequate level of fire protection.
11. The City Fire Department shall continue to drill and train a variety of preparedness tests to meet all emergency situations.
12. The Fire Department should maintain an updated fire hazard potential map, indicating areas with high brush fire dangers and areas with limited access.
13. The City should construct and develop new water wells, wherever feasible, to increase water supply and water pressure, thus insuring adequate fire protection in existing and future developments.
14. The Fire Department should continue its Home Inspection Program and should encourage the installation of smoke detectors in residences.
15. The City should introduce and support community programs that train the general public to assist the police, fire, and civil defense personnel during periods of fire or flood.
16. The Building Department should maintain an updated inventory of potentially fire hazardous buildings.
17. The County of Kern's Road Department should be encouraged to reduce roadside fires through brush, weed, and trash removal.
18. The City should continue their annual Weed Abatement Program eradicating weeds, combustible litter, and waste materials from lots within city boundaries.
19. The Safety Hazard Element should be reviewed by the Citizens' Advisory Committee to General Plan 2001 and the Planning Department annually and possibly revised every five (5) years or whenever new land formations occurs or new scientific data is introduced.

20. The City shall adhere to the designated flood hazard areas as identified in the Kern County Insurance Study for the City of Delano prepared by Boyle Engineering Corporation.
21. The City shall require that all development located within designated flood hazard areas be required to construct at least one (1) foot above flood elevation. (See Action Program 20.)
22. The City shall continue coordination and cooperation with local water district to assure wise management of the natural resources and to discourage unnecessary ground-water withdrawal.
23. The City shall continue to enforce the regulations established in the Uniform Building Code, Uniform Mechanical Code, Uniform Plumbing Code, Uniform Fire Code, Uniform Dangerous Building Abatement Code, and other model codes adopted by the City to guarantee sound development.
24. The City shall work with county, regional and state agencies to explore new and innovative techniques and programs to reduce land subsidence in the area.
25. To prevent future problems associated with land subsidence, the City shall continue to enforce Title 14 - Section 2907 of the Municipal Code pertaining to foundation requirements. All concrete and masonry foundations for residential occupancy must be reinforced by a minimum of two continuous deformed bars.



INTRODUCTION

Our modern-day society, filled with its high-technological solutions, has resulted in both assets and liabilities. While the transportation vehicles, motor-powered work and recreation devices, and labor-saving home gadgets have improved human efficiency, these technological developments have greatly increased noise pollution. Although problems with noise existed before the Industrial Age, the extent of the noise environment was limited.

The effects of noise on health are often misunderstood or unrecognized. Unwanted sound is viewed as a nuisance to society. However, noise is more than just a nuisance. Well-documented studies reveal that noise is a public health hazard. Noise causes serious physical and psychological effects on the human race. Ironically, most people are largely unaware that noise poses such significant dangers to their health and welfare.

The State of California recognizes the potential effects of noise and requires all cities to prepare a Noise Element in their General Plan. Section 65302(g) of the California Government Code states that this element must

"... quantify the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. Such noise exposure information, is to become a guideline in land use decisions, and to provide baseline levels and noise source identification for local noise ordinance enforcement."

FRAMEWORK

The Noise Element of General Plan 2001 shall be structured in the following manner:

- A. Analysis of various hazardous and detrimental effects of noise pollution to our society.
- B. Description of the major noise generators in the Delano Planning Area that contribute to the vicinity's present noise levels.
- C. Assessment of existing noise conditions and current noise problems with a forecast of future noise conditions in the Delano Planning Area.
- D. Presentation of the Noise Map, which graphically illustrates the noise contour levels throughout the City.
- E. Identification of the major noise issues in the Delano area.
- F. Outline of noise policies that will encourage proper land development and reduce noise pollution throughout the City.
- G. Listing of Noise Action Programs that are to be implemented to inhibit unnecessary noise pollution and to ensure community aesthetic qualities.

EFFECTS OF NOISE

The effects of noise pollution may vary depending on the person hearing the sound and the type of noise being made. Noise affects each individual in a different manner. Loudness, duration, frequency, and tone are factors involved in determining whether a noise source is detrimental or harmful.

Noise is viewed as a nuisance affecting such activities as sleeping, studying, recuperation, reading, television watching or conversation. Noise not only prevents a person from sleeping but disturbs the quality of sleep without waking him up.

Some of the more serious effects of noise are summarized below. Noise can cause permanent hearing damage. Most people feel that this noise impact relates only to those people with industrial occupations. On the contrary, high noise levels can be found in congested areas and in some of the transportation vehicles we use. Another effect of noise pollution is heart disease. In a report published by the United States Environmental Protection Agency, NOISE: A HEALTH PROBLEM, noise may produce high blood pressure, faster heart rates, and increased adrenalin. Ultimately, it can contribute to heart and circulatory disease. Unnecessary and unwanted sounds are also related to fetal development. Although a developing child is still in its mother's womb, the fetus is not fully protected from noise. In a medical study performed in Japan, the researchers concluded that noise was linked to low birth weights and prematurity.

Noise also causes detrimental emotional and mental effects. Irritability, stress, tension, annoyance, and distraction are some of the results of noise. If the effects are continuous, it can cause very serious psychological and emotional problems. In summary, noise pollution must be minimized whenever possible to protect the community from the dangers of unwanted noise.

MAJOR NOISE SOURCES

There are various sources that contribute to the noise levels in the Delano Area. Due to the present predominance of agriculture in the planning area, industrial-related noise emissions are not significant. The majority of the noise generators in the vicinity are transportation-related. However, the City will experience additional noise sources as manufacturing and assembly plants locate in Delano in the future.

VEHICULAR NOISE

Motor vehicles are recognized as the most frequent and most common form of noise source in the area. According to the latest figures from the State of California Department of Motor Vehicles, there are approximately 328,742 vehicles registered in Kern County. Because of the long distances between common origin-destination points (homes and commercial centers/employment, respectively), constant automobile traffic is common.

Heavy truck and diesel traffic also contribute to the noise problem. The agricultural composition of the area increases the use of heavy trucking through the region. Trucks are used to haul table grapes, oranges, almonds and other produce to various sections of the state. If noise pollution is to be reduced throughout the City, it will be important to discourage continuous truck travel in residential areas and promote traffic on designated truck routes.

Highway 99 and the major city streets, especially Cecil Avenue

will remain as the most significant vehicular-related noise areas in the community. Although under State Law, a city cannot regulate noise from motor vehicles. The only type of noise control available to the City of Delano is the Police Department's enforcement of the California Vehicle Code regulations restricting loud vehicular mufflers of all kinds.

RAILROAD NOISE

Twenty-four Southern Pacific Railroad freight trains run through the City of Delano every day of the week, averaging over one hour of railroad noise in a 24-hour period. The noise produced by train transportation ranges from 70 Ldn to 60 Ldn depending on the speed of the train and the number of railcars involved. Normal speed of trains running through Delano is 40 miles per hour. The readings of 65 Ldn were taken between 77 and 51 feet from the tracks, which is the approximate distance of most residential or commercial uses from the trains. High Street and Glenwood Street would be the most affected areas in terms of noise pollution from rail traffic. The City can implement necessary mitigating measures to reduce noise hazards of noise pollution. On a larger scale, the Federal Government through it's environmental Protection Agency has started to implement new standards to regulate railroad noise.

AIRCRAFT NOISE

Aircraft noise plays a small part of the noise environment for the City. The Delano Municipal Airport is designated as a General Aviation Airport and can handle planes under 100,000 lbs.

While the City airport has the potential of being a Basic Transport Airport, the character of the local present economy and present population rates do not warrant such an increase. A minimum altitude of 800 feet is required over the entire city, except for areas in the take-off and landing zones. Planes used for crop-dusting periodically fly low over the agricultural land adjacent to city boundaries and have an impact on the houses located on the city borders.

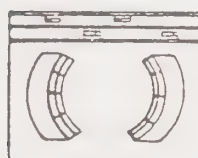
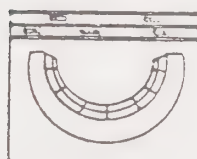
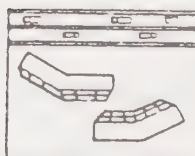
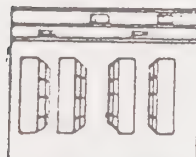
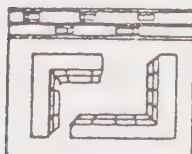
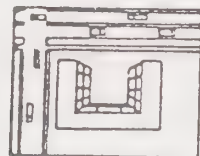
NON-TRANSPORTATION NOISE

Noise not associated with transportation activities come from an array of sources. Construction work, music in nightclubs, and lawn mowing are examples of some of the short-term and unpredictable noise sources. Manufacturing plants and industrial factories are recognized as the major long-term noise sources in the City in terms of non-transportation sources. Landscaping and concrete walls can be used as mitigating measures for buffering the industrial uses from residential development. Presently, there is no Noise Ordinance to regulate the non-transportation noise in the City.

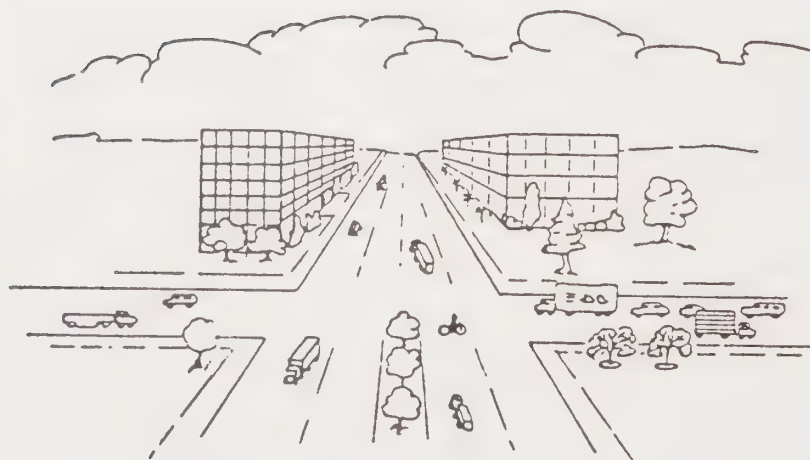
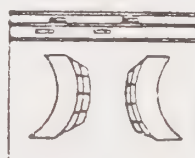
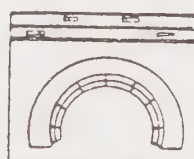
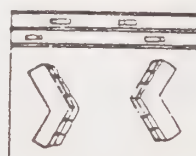
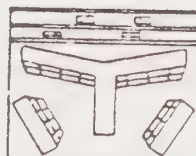
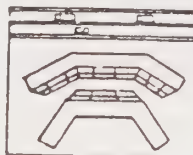
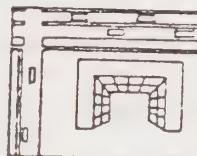
Pictorial N-a

Building Orientation To Reduce Noise Effects

POOR



BETTER



BUILDING SITES NEAR TRAFFIC JUNCTIONS - SUCH SITES ARE EXTREMELY NOISY DUE TO ACCELERATION, DECELERATION AND BRAKING

EXISTING AND FUTURE NOISE CONDITIONS

Due to the agriculture character of the area and the City's gradual growth rate, the City of Delano does not experience excessive noise problems. While the City generally maintains few noise problems, an assessment must be made of the existing noise sources and conditions. The City hired the acoustical firm of Brown-Buntin Associates to prepare a community noise assessment as part of the Noise Element of General Plan 2001. The City relied heavily on the expertise of the noise consulting firm in determining an accurate assessment of Delano's noise levels. The submitted study which the Planning Department concurred with is summarized in the following paragraphs.

The Noise Element of General Plan 2001 was prepared in accordance with the California State Office of Noise Control (ONC) guidelines requiring that certain major noise sources and areas containing noise sensitive uses be identified and quantified through the preparation of generalized noise exposure contours for existing and projected conditions within the community. Contours may be prepared in terms of either the Community Noise Equivalent Level (CNEL) or the Day-Night Average Sound Level (Ldn), which are both descriptors of total noise exposure for an annual average day.

According to the Noise Element Requirements and the ONC guidelines, the following major noise sources should be considered in the Noise Element:

1. Highways and freeways.
2. Primary arterials and major local streets.
3. Passenger and freight on-line railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
5. Local industrial plants, including but not limited to railroad classification yards.
6. Other ground stationary sources identified by local agencies as contributing to the community noise environment.

Noise sensitive areas to be considered in the Noise Element should include areas containing the following uses:

1. Schools
2. Hospitals
3. Resthomes
4. Long-term medical or mental care facilities
5. Other uses deemed noise sensitive by the local jurisdiction.

For this study, generalized Ldn contours were developed for all major identified noise sources with the exception of the airport where CNEL contours were already available from the 1975 Delano Municipal Airport Master Plan. Noise exposure information for areas containing sensitive uses was prepared in terms of Ldn.

As recommended by the ONC guidelines, analytical noise exposure modeling was used to develop generalized noise contours around major noise sources in the community.

Noise source operational data for existing (1981) and pro-

jected (2001) conditions were obtained from the City of Delano. As required by the ONC guidelines, ambient noise levels in noise sensitive areas were determined by field monitoring.

The major sources of noise identified within the study area by the City of Delano are State Highway 99, Cecil Avenue, High Street, the Southern Pacific Railroad and Delano Municipal Airport. Significant stationary noise sources were not identified in the community.

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model was used as the basis to prepare generalized Ldn contours for State Highway 99, Cecil Avenue and High Street. The FHWA model is the analytical method in current use by many state and local agencies, including the California Department of Transportation (Caltrans), for evaluating traffic noise impacts.

Using data from Tables I-III and the FHWA prediction methodology, traffic noise levels were projected for existing (1981) and future (2001) conditions. The projected noise levels were then used by BBA to calculate the distance from roadway centerline to Day-Night Average Sound Level (Ldn) values of 60, 65 and 70 dB. (Map N-d)

Noise levels from the Southern Pacific Railroad were evaluated for existing (1981) and projected (2001) volumes of operations using the analytical modeling methods and operational data from the Southern Pacific Transportation Company. Both mainline and switching operations were considered; however, switching operations

are relatively infrequent and are not considered to be significant in terms of their overall contribution to total noise generated by the railroad. Ldn contour distances were calculated based upon noise levels from individual trains and the equivalent number of daily operations, which includes a 10 dB penalty factor for operations occurring between 10:00 p.m. and 7:00 a.m. Adjustments were made for sections within 1,000 feet of grade crossings or near switch points where noise levels are higher due to the use of warning whistles or from increased wheel/rail transactions.

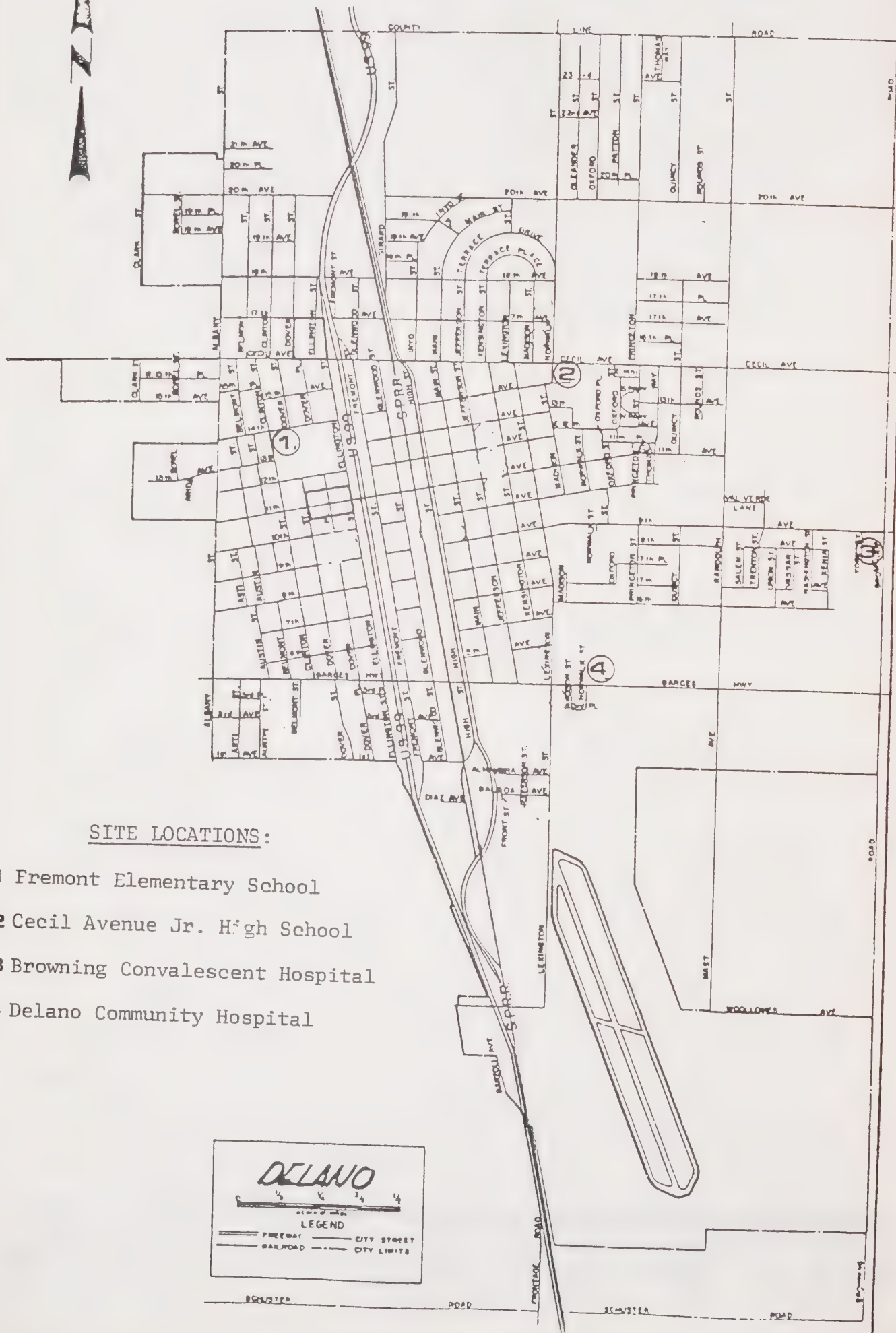
It should be noted that the volume of operations is not expected to increase by the year 2001; however, railroad officials anticipate that higher speeds will be used. Due to the shorter duration of passbys from faster moving trains, total noise from the railroad for an annual average day is not expected to increase significantly from this factor.

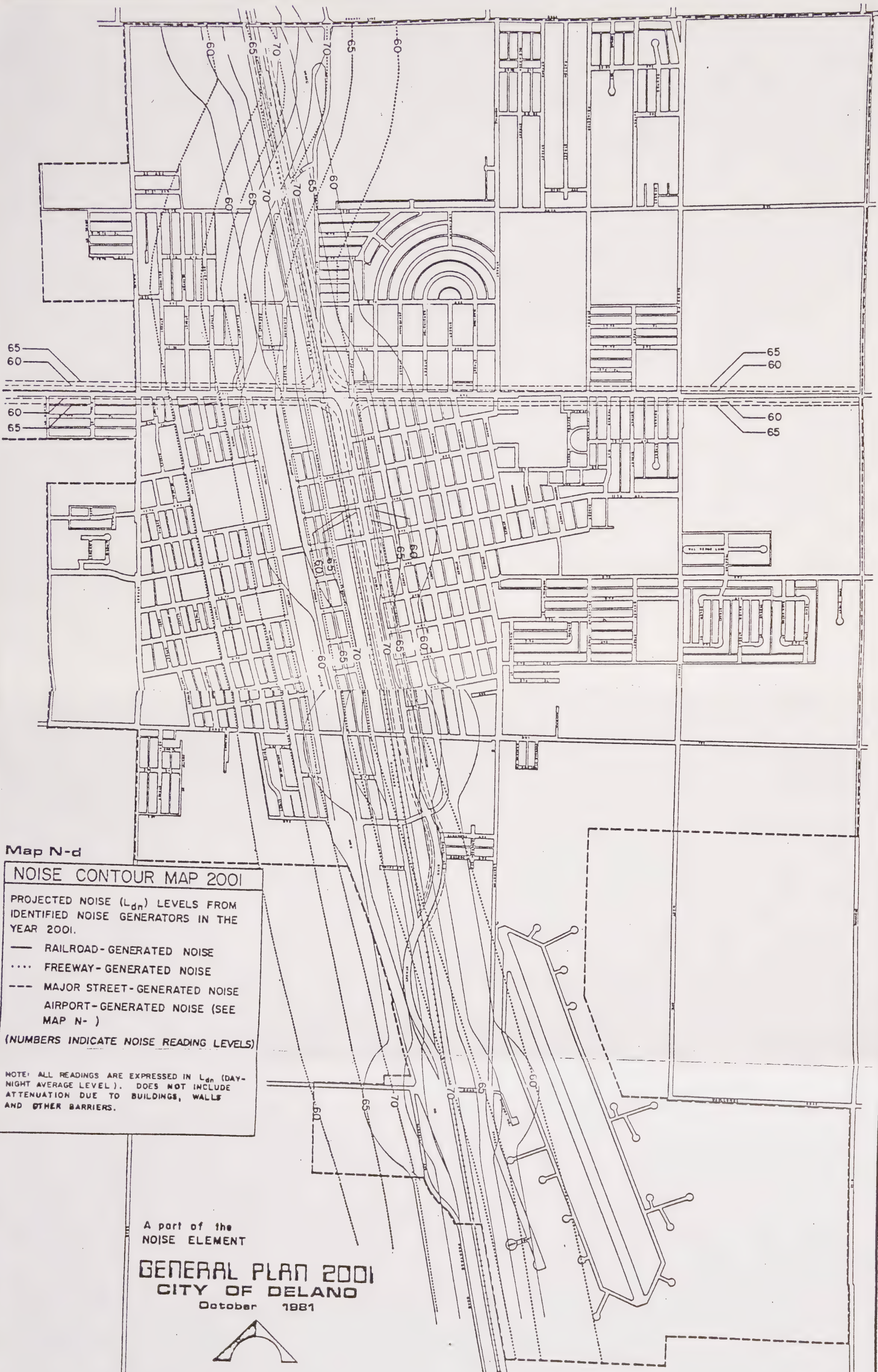
Community Noise Equivalent Level (CNEL) contours were developed for the Delano Municipal Airport (DMA) when the most recent Master Plan was completed in 1975. Map N-^b depicts the location of CNEL contour values of 60 and 65 dB for the number and type of aircraft operations projected for the year 1995.

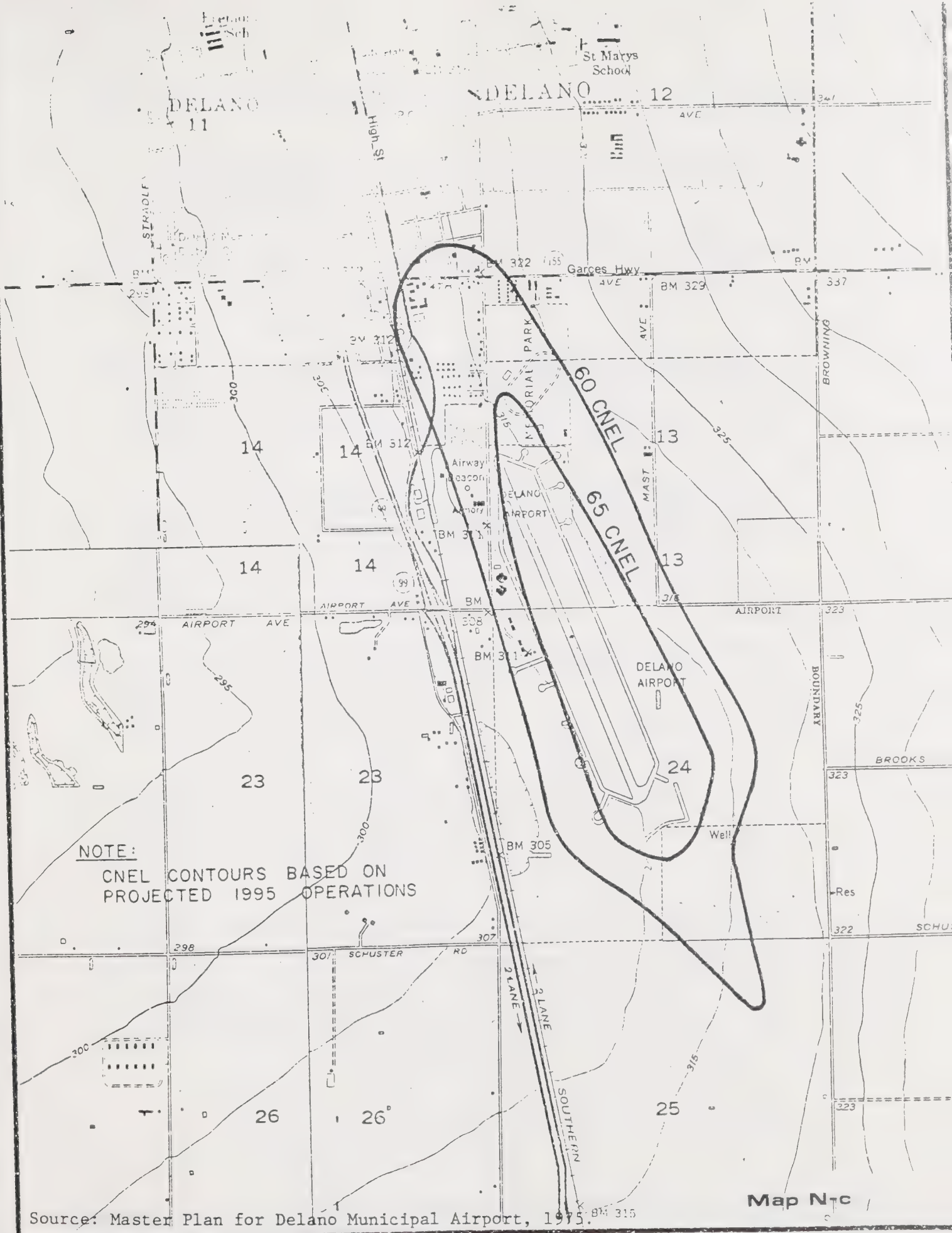
According to the City, the number of based aircraft and annual operations are similar to what was projected by Master Plan for the Delano Municipal Airport for 1980. It must be noted, however, that the aircraft fleet mix has slightly changed in recent years with an increase in the number of twin engine and large single engine aircraft used in business. Crop dusting

operations have remained fairly constant although some of the operators have purchased newer and more efficient aircraft. Areas containing noise sensitive uses were evaluated by measuring noise levels at selected monitoring sites. The sites were selected to be representative of typical noise level conditions within areas of the community where sensitive uses are located. The location of the noise monitoring sites and the measured ambient noise levels are summarized in Table N-c.

Map N-6
LOCATIONS OF NOISE MONITORING SITES
(Brown-Buntin Study)







AIRPORT MASTER PLAN



McGLASSON & ASSOCIATES

CONSULTING ENGINEERS
FRESNO CALIFORNIA

DELANO, CALIFORNIA

CNEL CONTOURS

NOISE ISSUES

Issues concerning acoustical frequency and intensity must be identified before policies regulating noise nuisances are established. The primary noise-related issues for the City are listed below:

1. Transportation-Related Noise Sources. The major noise generators in the City are vehicular traffic, rail traffic, and aircraft activity. Planning a circulation system that not only provides efficient transportation flow but minimizes noise effects and dangers is of the utmost importance.
2. Existing Residential Development In Proximity To Airport Activities. The residential development along South Lexington Street may be potentially impacted if expansion of the airport and development of the Industrial Park occurs. Effective solutions must be sought to protect the residents from the hazards of noise pollution while the economic viability of the airport is maintained.
3. Noise-Sensitive Activities Near High Noise Generators. Vehicular and aircraft movement increase noise levels throughout the City. The placement of noise-sensitive activities, such as schools and hospitals, near high noise sources should be discouraged.
4. Land Uses In Proximity to State Highway-99 and the Southern Pacific Railroad Line. Residential and commercial areas on Glenwood, Fremont, and High Streets may be adversely affected by train movement and freeway traffic. Effective mitigating measures must be implemented to assure the health and safety of those community members in the area.
5. Vehicular Traffic On Major City Streets. Vehicular movement, primarily on Cecil Avenue and High Street has significantly increased over the past decade. The additional vehicles have created high noise corridors along these major circulation routes. Over the next twenty years, other city streets will have higher noise levels as the community grows and develops.

NOISE GOALS, OBJECTIVES, AND POLICIES

- 1.0 Enhance the City of Delano and maintain the protection of the residents by minimizing the hazardous and harmful effects of noise pollution.
 - 1.1 Ensure the viability of residential areas by reducing the dangers of present noise sources and preventing unnecessary noise generators from affecting the intended activities of the area.
 - 1.1.1 Encourage the location of new residential subdivisions away from major noise sources to protect the future residents from adverse and unnecessary noise problems.
 - 1.1.2 Discourage the placement of residential uses in close proximity to transportation terminals and heavily travelled transportation routes.
 - 1.1.3 Regulate the noise generated by various family pets and recreational/hobby activities in the residential areas.
 - 1.1.4 Encourage the planting of trees, hedges, and other types of landscaping to aid in the reduction of noise.
 - 1.2 Reduce the noise impacts generated in commercial and industrial areas.
 - 1.2.1 Locate continuously operating industrial uses away from residential areas.
 - 1.2.2 Implement landscaping/brick walls and other buffering techniques around industrial plant perimeters.
 - 1.2.3 Encourage the use of landscaping in commercial areas to act as a noise inhibitor and as an aesthetic attractor.
 - 1.3 Minimize the adverse effects of transportation-related noise sources.

- 1.3.1 Enforce regulation laws pertaining to muffler/smog emission controls on vehicles.
- 1.3.2 Expand the future development of the airport southward, away from the central core of the City.
- 1.3.3 Inhibit motorcycle and "dirt bike" noise in residential areas and in noise sensitive areas.
- 1.3.4 Reduce the noise dangers affecting the uses in close proximity to the Southern Pacific Railroad tracks.
- 1.4 Insure low noise levels in areas deemed as being "high noise-sensitive" areas.
 - 1.4.1 Utilize a variety of buffering techniques (trees, hedges, block walls) to protect noise sensitive uses from the hazards of noise pollution.
 - 1.4.2 Discourage the placement of hospitals, rest homes, and other similar uses along major thoroughfares carrying heavy vehicular traffic.
- 2.0 Insure a high quality of life throughout the community by alleviating existing and potential noise problems.
 - 2.1 Promote unnecessary noise nuisances through the use of procedural and legislative measures.
 - 2.1.2 Encourage the implementation of a Noise Ordinance for the City of Delano.
 - 2.1.3 Enforce the noise standard levels established by Federal and State governments.

NOISE ACTION PROGRAMS

In order to carry out the intentions of the Noise Element, action programs must be identified and noted. This section identifies several implementation procedures, techniques, and programs that should be used by the City of Delano to effectively apply the Noise Element Policies and Standards of Noise Control. The Noise Action Programs are as follows:

1. The City should consider the impacts of noise in all planning decisions, both plan and policy, in order to inhibit the effects of noise as described in the text of the Noise Element. Subsequently, a noise impact assessment should be included for all significant developmental projects being proposed within the City.
2. The City should prepare and disseminate information on noise pollution to educate the public on potential hazards and affects.
3. Areas of the community exposed to Ldn (CNEL) 60 or greater should be designated as noise impacted areas.
4. New development of residential or other noise sensitive uses should not be permitted in noise impacted areas unless effective noise mitigation measures are incorporated into the project design to reduce exterior noise levels to less than Ldn (CNEL) 60. (Pictorial N-a)
5. Noise level criteria for uses other than residential or noise sensitive should follow recommendations made by the State Office of Noise Control. (Table N-2)
6. The City should adhere and enforce the guidelines established in the Land Use Classification Outline (found in the Land Use Element) relating to development in Special Consideration Areas.
7. The Building Department should enforce the California Noise Insulation Standards (California Administrative Code, Title 25) for development of all new multi-family dwelling units, such as hotels, apartments and condominiums.
8. New equipment and vehicles purchased by local agencies for use within the study area should meet noise perfor-

mance standards consistent with best available noise reduction technology.

9. The noise exposure information contained in the Noise Element should be used as a guideline for development of an effective noise control ordinance to assist local agencies in addressing existing problems, and to provide local industry with noise level criteria for future development and equipment modification. The Noise Control ordinance should be evaluated and revised whenever necessary.
10. The Noise Element should be reviewed and updated periodically to ensure that noise exposure information and implementation policies are consistent with changing conditions within the community.
11. The local police department should be encouraged to enforce existing sections of the California Vehicle Code relating to mufflers and modified exhaust systems and other laws pertaining to motor vehicle noise emission standards.
12. The City shall review and enforce City Ordinance 680 regarding truck parking and delivery in residential areas to encourage traffic safety and reduce unnecessary noise emissions. Concurrent with this action program, the City should consider the adoption of a designated truck route network.

Table N-e
LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL – MULTI. FAMILY						
TRANSIENT LODGING – MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

APPROVED CHANGES TO THE
FINAL CITY OF DELANO GENERAL PLAN 2001

These changes to the Final City of Delano General Plan 2001 were recommended for approval by the Planning Commission on October 25, 1982 and adopted by the City Council on November 22, 1982 as an attachment to Resolution No. 1982-132.

Major Corrections and Changes

Page Number

ii, iii .Place Resolution of City Council Adopting Final EIR and Final GP 2001

iv, v .Place Resolution of Planning Commission Recommending Approval of Final EIR and Final GP 2001

Note: These resolutions will be inserted after adoption of GP 2001.

vii Revise Members of City Council -

Indicate dates of the preparation of Draft GP 2001 and Adoption of Final EIR.

Note: This page will be inserted after adoption of the GP 2001.

viii Revise Members of Planning Commission
Also Add Advisory City Staff Members.

Note: This page will be inserted after adoption of the GP 2001.

ix-xi Table of Contents

Note: This will require minor changes after adoption of GP 2001.

xii-xiv Visual Aids in General Plan 2001

Maps, Graphs, Tables, & Pictorials

Note: This will require minor changes after adoption of GP 2001.

I-7 Housing Revise the Note at the end of Housing Element to read as follows:

Note: The Housing Element of General Plan 2001 was prepared by EDAW, Inc. and Karen Northcutt, Planning Consultant and was adopted by the City Council on June 21, 1982.

CB-1 Change from second largest City in Kern County to third largest City....

CB-5 Change the second to last sentence in the last paragraph as follows:

The Southern Pacific Railroad runs through the City carrying freight and piggy-back trailers.

Note: The Southern Pacific Railroad does not carry passengers any longer, as the Santa Fe Railroad is the only railroad carrying passengers in this part of the State.

- CB-6 Replace Second Sentence in the Second Paragraph to read as follows:
- Delano slipped from second to third largest City in Kern County and has been ranked tenth of the eleven cities in terms of growth during the ten year period of 1970 - 1980.
- CB-10 First Full Sentence:
- Change from: A variety of soft industries are recommended....
to: A variety of light industries are recommended....
- LU-6 Last Sentence:
- Change from: which allows mobilehome development on single-family residential zones to which allows mobilehome development in single-family residential zones.
- LU-7 Second Sentence - First paragraph
- Change from: There are three major retail commercial centers...
to: There are four major retail commercial centers...
- LU-14 First Sentence - Second paragraph
- Change from: There are approximately 2,700 students to: There are approximately 2,800 students.
- LU-14 Third paragraph - Only sentence
- Change from: The current 120 acres at the present school site....
to: The current 120 acres at the present Delano High School site....
- LU-20 First sentence of First main paragraph
- Change from: new community-oriented police protection program called Pounce to program called Crime-Watch.
- LU-20 Second sentence under Fire Protection
- Change from: Presently, there are 12 employed fireman and 2 management personnel. to: and 1 management personnel.
- LU-22 Revise title of Table LU-C
- From: Delano Fire Department Annual Emergency Response Runs 1970 - 1980 to.... 1971 - 1980
- LU-25 Revise last sentence of First paragraph
- From: Recently, the City of Delano has signed an agreement with a gasohol manufacturing firm to ethanol manufacturing firm

LU-26 Water: In first paragraph

Replace the entire third sentence from: The eight groundwater wells have the capacity to produce a maximum of 148,274,508 gallons of water per hour. to: The seven groundwater wells have the capacity to produce 4.8 million gallons per day, or approximately 1,000 gallons per minute per pump.

Last sentence - First paragraph

Change from: In June 1981 the City of Delano provided 4,955 water services for residential, commercial, industrial and public uses. to: In October 1982 the City of Delano provided approximately 5,000 water services...

LU-29 First main paragraph about water: Second sentence

Change second sentence from: However, land subsidence is becoming more visible in the area due to continuous withdrawals from underground water tables. to: However, land subsidence has been a problem in the area due to continuous withdrawals from underground water tables, but this trend is changing as water levels have risen recently.

LU-29 Under storm water drainage: First sentence

Change from four large holding basins to five large basins.

LU-29 Also add this entire sentence:

K-Mart Basin is currently under development and will have a maximum capacity of fifteen (15) acre-feet.

LU-38 Under Civic Center Hall - Revise second sentence to read as follows:

The building, which is presently undergoing extensive remodeling, to: The building, which was recently remodeled,...

LU-40 Revise Pictorial LU-j: Proposed Land Use Pie Diagram after the adoption of General Plan 2001

LU-58 Page Number LU-58 is missing: Also revise and review Land Use and Zoning Density Matrix. After adoption of General Plan 2001, it will be necessary to revise the Zoning Ordinance text to make it consistent with General Plan 2001.

LU-60 Revise Standard #3 about mobilehome development as follows from:

Mobilehome development on Single-family residential zones....to:
Mobilehome development in Single-family residential zones....

LU-60 Commercial Classifications: Under Community Retail:

Consider adding motels to this Community Retail Classification

LU-67-68 Land Use Action Program #4:

Delete the following Land Use Program, which is illegal under State Planning Law:

Zoning increases granted at the request of the landowner should be held valid for a two(2) year period and if development has not commenced in that period the zoning should revert to its original classification. An extension should be granted only if the owner can adequately demonstrate that development will proceed in twelve (12) months.

LU-69 Land Use Action Program #10 - Revise last sentence as follows:

Change: Public service programs should include the following:
to: Public facilities and City services should include the following:

LU-70 Land Use Action Program #12: Change: The City Subdivision Standards and the City Subdivision Regulation Ordinance must be revised.....
to: The City Subdivision Standards were revised and revision to the City Subdivision Regulation Ordinance is underway to make these documents consistent with...

Lu-72 Land Use Action Program #17: This Action Program under State Planning Law as stated is illegal in that no time limit can be placed on a Zone Change. The Planning Commission can, however, review any particular piece of property according to the General Plan Land Use Designation and related zoning.

C-4 Existing Street Network: Make the following revisions:

Third sentence of first paragraph: Change ... major arterials and State highways.... to major streets and State highways....

C-4 Fourth sentence of fourth paragraph: Change: The most heavily travelled routes in the City are major arterials, namely Cecil Avenue, which runs in a west-east fashion.... to: routes in the City are the major streets, namely Cecil Avenue, which runs in east-west direction

C-6 First main paragraph under Heavy Vehicular Traffic: Make the following changes:

.In first sentence, change from: Heavy Vehicular Traffic should occur along major and secondary arterials.... to....along major and secondary streets....

.In second sentence, change from: are.... primarily located on arterials to primarily located on major and secondary streets

C-6 Public Transportation Fifth Sentence - Revise as follows from: A vehicle will pick this person up and deliver that person to that

particular point of destination to: A vehicle will pick up the passenger and deliver him to that particular point of destination.

- C-7 Revise the first sentence of the Second Main Paragraph from: The public transportation system is currently being used by eight (8) to ten (10) thousand passengers a month. to: The Dial-A-Ride system is currently being used by ten (10) to thirteen (13) thousand passengers a month.

- C-9 Bicycle Traffic - Revise second and third sentences from:

Currently, the Planning Department is preparing a Bicycle Plan for the City. This Bicycle Plan (which will be reviewed by City Council for their consideration) encourages and facilitates the use of bicycles within the Delano Planning Area. to:

The Planning Department prepared a Draft Bicycle Plan for the City. This Bicycle Plan encourages and facilitates the use of bicycles within the Delano Planning Area with Bicycle Parking Racks and Rest Areas scheduled for future construction.

- C-9 Second paragraph - Add the following sentence at the end of the Section:

(For further information, Refer to Map R-C Bike Lane Map which follows page R-10.)

- C-13 Revise Circulation Definitions for: Secondary Street and Collector Street as follows:

For Secondary Street - Revise second sentence from: Its traffic capacity is less than a major arterial to: Its traffic capacity is less than a major street

For Collector Street - Revise first sentence from: Street used to provide traffic movement between major/secondary arterials to: Streets used to provide traffic movement between major/secondary streets....

- C-14 Last sentence under Collector Street, change from:

This will discourage the tendency for people to use the collectors as major arterials. to.... to use the collectors as major streets.

Add the following information:

For a list of all Major Highways, Major Streets, Secondary Streets and Collector Streets located in the City of Delano, refer to Appendix A.

- C-16 Under Circulation Issue #3: Potential Conflicts Between Bicycle and Vehicular Traffic

Revise third sentence from: Bicycle safety and appropriate designation of bicycle routes ... to: Bicycle safety of bicycle lanes

C-17 Under Circulation Goals, Objectives and Policies

Under 1.1.2 change from: Route heavy traffic to arterial streets ... to route heavy traffic to major streets

C-18 Under Circulation Goals, Objectives and Policies

Under 2.1.3 change from: Encourage the development of truck terminals within the City to reduce truck parking in residential areas. to: Encourage the development of truck terminals within the City as truck parking is no longer permitted in residential areas.

C-18 Under 3.1 change from: Insure that the air pollutions generated by transportation to: Insure that the air pollution generated

C-19 Under Circulation Goals, Objectives and Policies

Under 3.2.2 change from: Identify the heaviest transportation-related noise pollutants to: Identify the heaviest transportation-related noise impact areas

Under 3.3 Add: Provide safe and convenient public transit system to: Provide a safe and convenient public transit system

C-22 Change Circulation Action Program #15 from:

The City shall develop and construct the bicycle lanes according to: The City shall develop and maintain the bicycle lanes according

Also change second sentence from: Map R-c illustrates the Bike Path Map to Map R-C illustrates the Bike Lane Map

C-23 Correct Circulation Action Program #25 from:

The City should review and update the 1973 Airport Master Plan to: The City should review and update the 1975 Airport Master Plan

EM-5 Subsidence

Change third sentence as follows: Of the four types of subsidence, subsidence caused by groundwater withdrawal is prominent in the Delano area. to:, subsidence caused by groundwater withdrawal is noticeable in

Add the following to the fourth sentence:

Continual utilization of the same water source for agricultural and domestic purposes have caused a 4 to 10 foot subsidence

between 1926 and 1970. to: Continual utilization have caused a 4 to 10 foot subsidence between 1926 and 1970, however, recently this trend has been reversed.

Add this sentence to follow above addition:

Information provided by the Southern San Joaquin Municipal Utility District indicate that groundwater levels have risen and that in most water years with the exception of extreme dry years subsidence has been arrested.

The last two sentences will remain as shown.

EM-15 Add an asterisk (*) along with the following information on the bottom of the page:

*No known common name.

EM-16 Under Alkali Sink Association Plants - Third sentence:

Revise from:much of the 160 acres has remained to: much of the 640 acres has remained

Note: The amount of acreage refers to the U.S. Government - Voice of America Relay Station, which is 640 acres rather than the 160 acres as listed.

R-1 Introduction: First sentence. Add a period (.) after the first sentence as follows:

Recreation has always been a favorite activity of people .

R-10 Add Garces Highway to the Bicycle Lane System as a First Priority to read as: Garces Highway between Albany Street and east of City Limits past Browning Road to Lake Woollomes.

R-13 Project Development Plan - Make the following revisions:

East-Side

Neighborhood Park - change from 5 acres to 7 acres
Location: 6th & Randolph Street near Del Vista School

North-East Side

C. Neighborhood Park - Change from 4 acres to 7 acres
Location: Change Cecil Avenue & Randolph Street (Superblock 1) to Undeveloped area around Delano College Center at 20th Avenue & Randolph Street (Superblock 1)

R-17 Under Recreation Goals, Objectives, and Policies

To 1.1.3 add the word Element at the end of the Environmental Management Element.

SH-7 Subsidence caused by withdrawal of groundwater

Add this sentence following the first sentence about groundwater subsidence: Information provided by the Southern San Joaquin Municipal Utility District indicate that groundwater levels have risen and that in most water years with the exception of extreme dry years this type of subsidence in the Delano Area has been arrested.

SH-15-17 Flooding Replace the entire section on Flooding as found on pages SH 15-17 to the following:

Delano is situated at the base of the Sierra Nevada Foothills. While the geographical setting of the community reduces the significance of flood hazard in the area, flooding problems do exist in certain sections of the community.

The Federal Insurance Administration issued a Flood Hazard Boundary Map for the City of Delano, Kern County, California. Information recently made available to us and your community indicates that, for all practical purposes, the community would not be inundated by the base flood, which is the flood having a one percent chance of being equaled or exceeded in any given year. We have, therefore, rescinded the Flood Hazard Boundary Map and converted your community to the Regular Program effective August 23, 1982. Please destroy all copies of that map.

The effects of conversion to the Regular Program without a flood hazard boundary map are:

1. Your community may have been complying with regulations of the National Flood Insurance Program for managing areas designated as Special Flood Hazard Areas (A Zones). Compliance with these regulations is no longer mandatory as a condition of your community's participation in the National Flood Insurance Program.

It should, however, be recognized that floods larger than the base flood do occur. In view of your community's commitment, as expressed in the Resolution of Intent adopted to qualify for initial eligibility in the NFIP (National Flood Insurance Program), your community should exercise care in evaluating new development which could aggravate or create flood problems in your community or in adjacent communities.

2. The entire community is now classified as Zone C. In Zone C, insurance coverage is available on a voluntary basis at low actuarial, nonsubsidized rates.

In summary, by continuing its participation in the Regular Program of the National Flood Insurance Program, the community makes available to its citizens on a voluntary basis additional amounts of insurance coverage at generally lower rates than would be available under the Emergency Program. While no new flood plain

management measures are required, communities are encouraged to implement regulatory measures to protect development against hazards as they are known to exist locally.

SH-19 Land Subsidence

In first paragraph, change second sentence from: Of the four (4) identified subsidence classifications, only subsidence caused by withdrawal of groundwater is significant. to caused by withdrawal of groundwater is noticeable.

Change first sentence of second paragraph from: The only significant subsidence activity in the Delano area is from the withdrawal of groundwater. to: The only noticeable subsidence activity in the Delano area is from the withdrawal of groundwater.

Add the following to end of the above sentence:

.... Withdrawal of groundwater, however, recently this trend has been reversed.

SH-22 Continual subsidence from groundwater removal:

Under safety hazard issue #3: Change the first sentence from: Land in the Delano Planning Area is continually experiencing subsidence because of the removal for agricultural production and human resources.

Change first sentence to: Land in the Delano Planning Area has experienced subsidence because of the removal of groundwater for agricultural production and human consumption, however, recently this trend has been reversed.

SH-28 Safety Hazard Action Programs

#20 Flood

Replace #20 from: The City shall adhere to the designated flood hazard area as identified in the Kern County Insurance Study for the City of Delano prepared by Boyle Engineering Corporation. to: The City shall exercise care in evaluating new development which could aggravate or create flood problems in Delano or in adjacent areas outside of the City.

N-12 Second full paragraph - Second Sentence

Change from: Map N-b depicts the location of CNEL Contour values to Map N-c depicts the location of CNEL Contour values

N-13 Last Sentence

Change Noise levels are summarized in Table N-C to Noise levels are summarized in Map N-b.

Approved Changes to the
Final City of Delano General Plan 2001
Page 10

N-17

For Map N-c City of Delano: CNEL Contour Levels for Delano
Municipal Airport

Add: Page N-17

Respectfully Submitted,

A handwritten signature in cursive script that reads "Daniel T. Price". The signature is written in dark ink and is positioned above the printed name and title.

Daniel T. Price
Planning Director

Street Classification

Streets in the transportation network of the city are classified by use, intensity, and location. The general plan establishes criteria for the streets and defines the intent of each street category as follows:

Highway - Street type designed to allow efficient movement of large volumes of through traffic across the city. They are normally intended for high speed travel and utilize a minimum of two (2) lanes travelling in the same direction. It can be a state highway or a major thoroughfare used to connect the city with other parts of the county.

Major Street - Street designed to carry heavy volumes of traffic through various sectors of the city. It provides circulation from major activity centers to residential areas.

Secondary Street - Street used to provide heavy volumes of traffic through the city. Its traffic capacity is less than a major street but larger than that of a collector.

Collector - Street used to provide traffic movement between major/secondary streets and local streets. Because of its primary function of funneling (moving) traffic from local residential streets to heavier circulation routes, the collector streets should not form a continuous system. This will discourage the tendency for people to use the collectors as major streets.

Local - Street designed to provide direct access to residential sites, commercial businesses, and abutting land. Through traffic movement should be discouraged on local streets as it is intended to handle only limited traffic.

Alley - Street designed to provide secondary access to abutting residential, commercial, and industrial property.

Generally, all of the road surfaces within the city boundaries are designated as one of the six street classifications previously described. The following is a summary of the designation given to the city streets:

Major Highway

State Highway 99
State Highway 155 (Garces Hwy)

Major Streets

Albany Street from County Line Road to Woollomes Avenue
Browning Road from County Line Road to Woollomes Avenue
Cecil Avenue from Mettler Avenue to Browning Road
County Line Road from Albany Street to Browning Road
High Street from County Line Road to Woollomes Avenue
Woollomes Avenue from Albany Street to Lexington Street

Secondary Streets

Ninth Avenue from High Street to Browning Road
Eleventh Avenue from Clark Street to Randolph Street
Ellington Street from Cecil Avenue to First Avenue
Fremont Street from Cecil Avenue to First Avenue
Lexington Street from Cecil Avenue to Woollomes Avenue
Randolph Street from County Line Road to Woollomes Avenue
First Avenue from Fremont Street to High Street
First Avenue from Dover Place to entrance to State Highway 99
Dover Place from Garces Highway to Woollomes Avenue
Woollomes Avenue from Randolph Street to Browning Road

Collector Streets

Clinton Street from Twentieth Avenue to Cecil Avenue
Girard Street from County Line Road to High Street
Jefferson Street from Cecil Avenue to Garces Highway
Norwalk Street from County Line Road to Cecil Avenue
Princeton Street from County Line Road to Cecil Avenue
Sixth Avenue from Lexington Street to Browning Road
Twentieth Avenue from Girard Street to Browning Road
Twenty-Second Avenue from Girard Street to Norwalk Street
First Avenue from Albany Street to Dover Place
Ellington Street from County Line Road to Cecil Avenue
Austin Street South of Garces Highway to South Limits of City
Garzoli Avenue South of Woollomes Avenue to South Limits of City

GLOSSARY OF TERMS

aesthetics - the perception of artistic elements, or elements in the natural or man-made environment which are pleasing to the eye.

alluvium - a composite of sedimentary deposits collected from excessive storm water in broad valleys called flood plains; the sedimentary material brought down by excessive storm water runoff to form the floors of valleys known as flood plains.

annexation - the incorporation of a land area into an existing community with a resulting change in the boundaries of that community.

archaeology - the scientific study of material remains of past human life and human activities, such as fossil human relics, artifacts, and the remains of a culture.

biotic - pertaining to life and living things.

CBD - acronym for Central Business District. The Central Business District refers to the city's retail shopping core, usually downtown.

CEQA - acronym for the California Environmental Quality Act. CEQA is one of the first state environmental quality acts patterned after the National Environmental Policy Act of 1969 (NEPA). CEQA itself is divided into eight chapters, with Chapters 3 and 4 containing the main action-forcing provisions of the Act, which now requires all public agencies (state and local) to prepare and certify the completion of an environmental impact report (EIR) on any project they propose to carry out or approve which may have a significant effect on the environment.

Circulation - refers to systems, structures and physical improvements for the movement of people and goods, by such means as streets, highways, railways, airways, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings.

Civic Center - the unified cluster of government buildings housing various State, County, and City departmental agencies. The Civic Center is generally bounded by 13th Avenue, 11th Avenue, Jefferson Street and Kensington Street.

cluster housing - a type of residential development alternative which allows the reduction of lot sizes below the zoning ordinance's minimum requirements if the land thereby gained is permanent open space for the community.

CNEL - (Community Noise Equivalent Level) The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten decibels to sound levels in the night before 7 a.m. and after 10 p.m.

cul-de-sacs - a short local street, usually industrial and residential in nature with only one entrance-exit and having a turnaround.

density bonus - (also known as incentive zoning) The awarding of bonus credits to a development in the form of allowing more intensive use of the land if such public benefits as greater than the minimum open space are preserved, special provisions for low and moderate income housing are made, or public plazas and courts are provided at ground level.

Element - in the context of planning, the term refers to the various issues that must be addressed in a general plan as it applies to the community. Each element is addressed through data and analysis, policy, and an implementation program. While the state requires nine mandated elements in all general plans, a local jurisdiction may include optional elements.

environmental amenities - the pleasant natural qualities of all external conditions and influences affecting the development of an organism.

Erosion - the process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Fault Movement - movements of a fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fauna - the animals of a specified region or area.

Flora - the plants of a specified region or area.

General Plan - A legal document often in the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of its general policies regarding the long-term development of its jurisdiction. It is also called a city plan, comprehensive plan, or master plan.

Goal - the ultimate purpose of an effort in a way that is general in nature and immeasurable.

Example: To enhance the open-space amenities of the community.

geology - is an earth science which deals with the forces of nature and how these forces combine to produce the features visible on the earth's surface as well as those beneath the ground.

grey water - all domestic wash water that is used around the home, except that which is utilized for the conveyance of human wastes to a Wastewater Treatment Plant.

groundrig - a farm-related vehicle primarily used for agricultural spraying.

incorporation - the action of forming a governmental entity or company by carrying out the necessary legal formalities.

in-fill development - the development of new housing or other buildings on scattered vacant sites in a built-up area or developed area.

infrastructure - facilities and services needed to sustain industry, residential and commercial activities. Infrastructure includes water and sewer lines, streets and roads, communications, and public facilities such as fire stations, parks, etc.

in-lieu park fees - payments of cash which are authorized in subdivision regulations when requirements for mandatory dedication of land cannot be met because of physical conditions of the site. The conditions under which such payments will be allowed and the formula for calculating the amount are spelled out in the regulations.

implementation measures - a course of action intended to carry out the policies of the General Plan.

Example: A neighborhood commercial center shall be provided to accommodate the needs of residents of subdivisions having a population of 2,000 persons.

Example: Leap-frog or non-contiguous development is considered undesirable and should be discouraged.

implementation program (Action Program) - a coordinated set of measures to carry out the policies of the General Plan.

Example: All requests amending the General Plan shall be considered according to policies and procedures established by the City Council and Planning Commission.

International Village - a tourist attraction center conceived by the City Economic Development Task Force. This commercial center would consist of a variety of specialty stores, apparel shops, and restaurants reflecting the rich cultural diversity of Delano. Presently, it has not been constructed.

jurisdiction - the sphere of authority; the limits, or territory within which a particular power (i.e., a municipality) may be exercised.

Liquifaction - a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain.

L_{dn} - Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night before 7 a.m. and after 10 p.m. Note: C_{NEL} and L_{dn} represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the equivalent energy noise exposure for a shorter time period, typically one hour.

leap-frog development - development that occurs well beyond the existing limits or urban development and thus leaves intervening vacant land behind. This bypassing of the next-in-line lands at the urban fringe results in haphazard pattern of urbanization known as "sprawl".

mainline operations - operations occurring on the main track entirely extending through yards and between stations upon which trains are operated by time tables or train order or both, having a use of which is governed by the signal indication.

mitigation measure - a procedure or program that is designed to minimize or reduce the potential adverse impacts produced by the implementation of a proposed action.

multi-family residential development - a housing project involving structures containing more than two dwelling units; each of the housing units are attached to one another by common vertical walls. Generally, multi-family development projects maintain common open space areas and parking areas.

municipal farm - the 1,000 acre city owned property located west of the city's urban area. It is primarily used for treatment of waste water.

municipality - any specific level of government (i.e., village, city, or other legally authorized agency) which will adopt, administer, and enforce land use regulations and development ordinances.

Mutual Aid - a joint agreement between the City of Delano and the County of Kern and the County of Tulare to provide supplemental fire or police protection as needed during cases of emergency.

noise-sensitive uses - activities that are recognized as being adversely affected by high and continual noise generators.

Objective - a desirable state or condition. A measurable goal.

Example: Encourage intermixing and proximity of compatible residential and commercial land uses.

ONC - acronym for The Office of Noise Control. This state agency is concerned with health aspects of noise pollution. The office also conducts broad studies of the relationships between growth and distribution of population and public health and environmental quality.

Open Space - that part of the countryside which has not been developed and which is desirable for preservation in its natural state for ecological, historical, or recreational purposes, or in its cultivated state to preserve agricultural, forest, or urban greenbelt areas.

OPR - The Office of Planning and Research is the state agency with designated responsibility for comprehensive land use and environmental policy planning. OPR is specifically designated to assume primary responsibility for assuring orderly operation of the process of environmental policy development and implementation within state government.

perennial - plants living throughout the entire year. This type of vegetation usually lives a minimum of two years.

Planning Commission - The local public planning agency in a community usually empowered to prepare a long range General Plan and to evaluate proposed changes in land use, either by public or private developers, for conformance with the General Plan. The Planning Commission for the City of Delano is made up of seven (7) citizen members appointed by the City Council. The Planning Commission acts in an advisory capacity to the City Council on the following matters:

- a) Long-range planning and development including, but not limited to, the preparation and maintenance of the general plan, specific and area plans, and the review of environmental impact reports.
- b) Short-range planning including, but not limited to the administration of zoning and other related matters.

policy - a statement meant to guide action and establish a clear commitment.

Example: Neighborhood shopping centers should be developed in accordance with the location, size, and proximity of surrounding residential development.

private school - a school supported or administered by private entities such as religious denominations and private sources.

public utility companies - private or public entities that support the vitality of a city by supplying essential services to the public. (i.e., gas, electrical).

Quimby Act - allows a local jurisdiction having an adopted recreation plan to require, as a condition for approval of a subdivision that the developer provide dedication of land or in-lieu fees for the construction of a recreational site.

SB 1960 (Senate Bill 1960) - provides for the placement of mobilehomes in single-family residential zones. It declares that a city (including a charter city) or county shall not prohibit the installation of mobilehomes on a permanent foundation on lots zoned for single-family dwellings. However, a locality may comply with this requirement by designating certain lots zoned for single-family dwellings for mobilehome use, which lots are determined to be compatible for mobilehome use. Mobilehomes will be subject to no more restrictive development standards than apply to conventional single-family dwellings; however, these standards cannot have the effect of totally precluding mobilehomes.

seismic - relating to or caused by earthquake activity.

single-family development - a residential development which the individual dwellings are designed for and occupied by not more than one family and surrounded by open space or yards and which are not attached to any other dwelling by any means.

solid waste - unwanted or discarded material, including garbage with insufficient liquid content to be free flowing.

Specific Plan - a type of development/policy plan. Specific plans are most commonly used in areas of transition, such as on the developing periphery of urban areas and in central city areas designated for rehabilitation or redevelopment. Some cover areas as small as a city block, while on the other end of the scale, a specific plan may cover 18,000 acres. Their main advantages are that they particularize the policies and programs of the general plan and coordinate public and private efforts in the development of an area. The specific plan can also be used to speed up local permit processing and environmental review in those cases where consistency with the specific plan is the primary criterion for permit approvals.

strip commercial development - a ribbon of commercial or retail development, fronting both sides of a major street and extending inward generally one-store deep and usually located near major retail centers. Generally, a strip commercial development is a mixture of auto-oriented enterprises, truck dependent wholesaling, and light industrial enterprises.

subdivision regulation - local ordinances that regulate the conversion of raw land into building lots for residential or other purposes. The regulations establish requirements for streets, utilities, site design, and procedures for dedicating land for open space or other public purposes to the local government or for fees in lieu of dedication. Subdivision regulations which govern the land conversion process, and zoning ordinances which establish permitted land uses, have been local government's primary development and land use control tools.

superblock - a very large block. Such blocks are commonly found where building clustering is permitted. Instead of a conventional pattern of blocks and intersecting streets, buildings are clustered on cul-de-sacs adjoining an area of common open space in the interior of the superblock.

subsidence - the gradual sinking of land as a result of natural or man-made causes.

switching operations - operations undertaken when the train has to stop movement to release a car from the train grouping.

tectonic - relating to the geological forces that shape major features of the Earth's surface (i.e., mountains). It studies these forces and their effects and deals with the forces' various effects on the environment, such as shock effects.

train movement - a single event of a locomotive or a grouping of railroad cars pulled by a locomotive moving on designated railroad tracks.

transportation mode - the particular manner in which the movement of people occurs to transfer people from one place to another. Examples of various transportation modes include rail service, taxi service, walking, cycling and automobiles.

Urban Design Proposals - an assemblage of perspective drawings, maps, and a synchronized slideshow prepared by a research team from the City and Regional Planning Department, California Polytechnic State University at San Luis Obispo. These urban design proposals, which primarily involved downtown revitalization and community imageability were prepared as a gratis planning project to the City of Delano.

Williamson Act - (the California Land Conservation Act) Enables cities and counties to form "agricultural preserves" and to enter into contracts with owners of land with such preserves. Only agricultural, recreational and open space land is eligible for contractual restrictions, but areas such as salt ponds and wildlife habitats have also been brought into the Act.

Zoning - a police power measure, enacted by units of local government under permissive state legislation. Zoning regulations establish, in advance of applications for development, groups of permitted uses that vary from district to district. They also control the placement, height, bulk and coverage of structures within each of the districts into which the jurisdiction is divided by the zoning map, which is a part of the zoning ordinance.

100-year flood - a flood event of such a magnitude which is expected to be equaled or exceeded once on the average during any 100-year period. These events are selected as having special significance for flood plain management and flood insurance premium rates.

BIBLIOGRAPHY

- Berk, Emanuel. Downtown Improvement Manual. American Society of Planning Officials. 1976
- Butler, Chambers, and Hughes. Final E.I.R. - Krikorian Annexation. March, 1980.
- California Council of Civil Engineers and Land Surveyors. Subdivision Map Act. 1981.
- California Council on Intergovernmental Relations. The Safety Element Study for the General Plan. September, 1973.
- California, State Department of Fish and Game. At the Crossroads. January, 1972.
- California, State Office of Noise Control. Guidelines for the Preparation and Content of Noise Elements of the General Plan. February, 1976.
- California, State Office of Planning and Research. General Plan Guidelines (1980 Edition), 1980.
- California, State Office of Planning and Research. CEQA: The California Environmental Quality Act. April, 1981.
- Davis, City Planning Department, City of Davis General Plan. 1973; Revised 1974, 1975, 1976, 1977.
- DeChiara/Koppelman. Site Planning Standards. McGraw-Hill Book Company, 1978.
- Delano, City Engineering Department. Subdivision Standards. 1981.
- Delano Centennial Board. Where the Railroad Ended - Delano 1873-1973. American Yearbook Company, 1974.
- Delano Historical Society. Delano, A Land Of Promise, American Yearbook Company, 1965.
- Duncan and Jones. City of Chico General Plan 1976 . 1995. 1975.
- Environmental Protection Agency. Noise: A Health Problem, August 1978.
- EDAW, Inc. Draft Housing Element of the General Plan - City of Delano. 1981.
- Envicom Corporation. City of Lancaster General Plan. April 1980.
- Gruen Associates. Traffic Circulation Planning for Communities. 1974.

Hahn, Wise and Associates, Inc. General Plan 1985 - City of Delano. 1969.

Hagman, Donald. Urban Planning and Land Development Control Law. West Publishing Company, 1975.

Hendler, Bruce. Caring for the Land. American Society of Planning Officials, 1977.

Iacopi, Robert. Earthquake Country. Lane Magazine and Book Company. 1964.

Kern County Board of Trade. Statistical and Economic Profile. 1981 Edition. 1981.

Kern County Council of Governments. Seismic Safety Element of the Delano General Plan. June, 1974.

Kern County Council of Governments. Safety Element of the Delano General Plan. 1975.

Kern County Council of Governments. Open Space Element of the Delano General Plan. 1973.

Kern County Council of Governments. Conservation Element of the Delano General Plan. 1973.

Kern County Council of Governments. Noise Element of the General Plan. 1974.

Kern County Council of Governments. Scenic Highways Element of the Delano General Plan. 1975.

Kern County Planning Department. Final Draft General Plan 2000. July, 1981.

Kern County Planning Department. Master Environmental Assessment/ Master Environmental Impact Report. October 1981.

Kern County Planning Department. Noise Element - Kern County General Plan. 1975.

Kern County Planning Department. Population and Housing Report. 1981.

Kern County Planning Department. Safety and Seismic Safety Element of the Kern County. General Plan 1975.

Kern County Planning Department. Our Environment. 1975.

Lampman and Associates. Areawide Traffic Operations Improvement Plan For the Delano Urban Area. April, 1973.

Los Angeles, City Department of Water and Power. San Joaquin Nuclear Project - Draft Environmental Impact Report. 1976.

- Lynch, Kevin. Site Planning (Second Edition). M.I.T. Press, 1971.
- McGlasson and Associates. Master Plan for Delano Municipal Airport. June, 1975.
- McGlasson and Associates. Final Environmental Impact Report. Wastewater Treatment and Disposal. October, 1975.
- National Commission on Water Quality. Report to the Congress on Water Quality. U.S. Government Printing Office. 1976.
- National Association of Counties Research. Quiet Communities: Minimizing the Effects of Noise Through Land Use Controls. March, 1979.
- Quad Consultants. Transportation Evaluation Criteria. October, 1978.
- Quad Consultants. Draft Environmental Impact Report. October 1977.
- Putnam, William. Geology. Oxford University Press, Inc., 1964.
- Rodgers, William H. Environmental Law. West Publishing Company, 1977.
- San Luis Obispo, City Planning Department. Draft Circulation Element. September, 1979.
- San Luis Obispo, City Planning Department. Urban Land Use Element - 1977 General Plan. 1977.
- Sedway/Cooke. Land and the Environment: Planning in California Today. William Kaufmann, Inc., 1975.
- Smith, Herbert. The Citizen's Guide To Planning. Planners Press. 1979.
- Solnit, Albert. The Job of the Planning Commissioner. University Extension Publications. 1977.
- Tiebout, Charles. The Community Economic Base Study. Committee For Economic Development. 1962.
- United States Environmental Protection Agency. Noise: A Health Hazard. August, 1978.
- Urban Land Institute/American Society of Civil Engineers. Residential Streets. 1974
- Zimberge, James. Elements of Geology. John Wiley and Sons, Inc., 1958.



C124890516

S
IC
PRIVATE SCHOOL
ELEMENTARY SCHOOL
H. HIGH SCHOOL
GH SCHOOL
COLLEGE CENTER
MAJOR WATER FACILITY
GOVERNMENT BUILDING
ARKS
METARY
RPORT
SPITAL
PROPOSED SITE
ART OF LAND USE ELEMENT



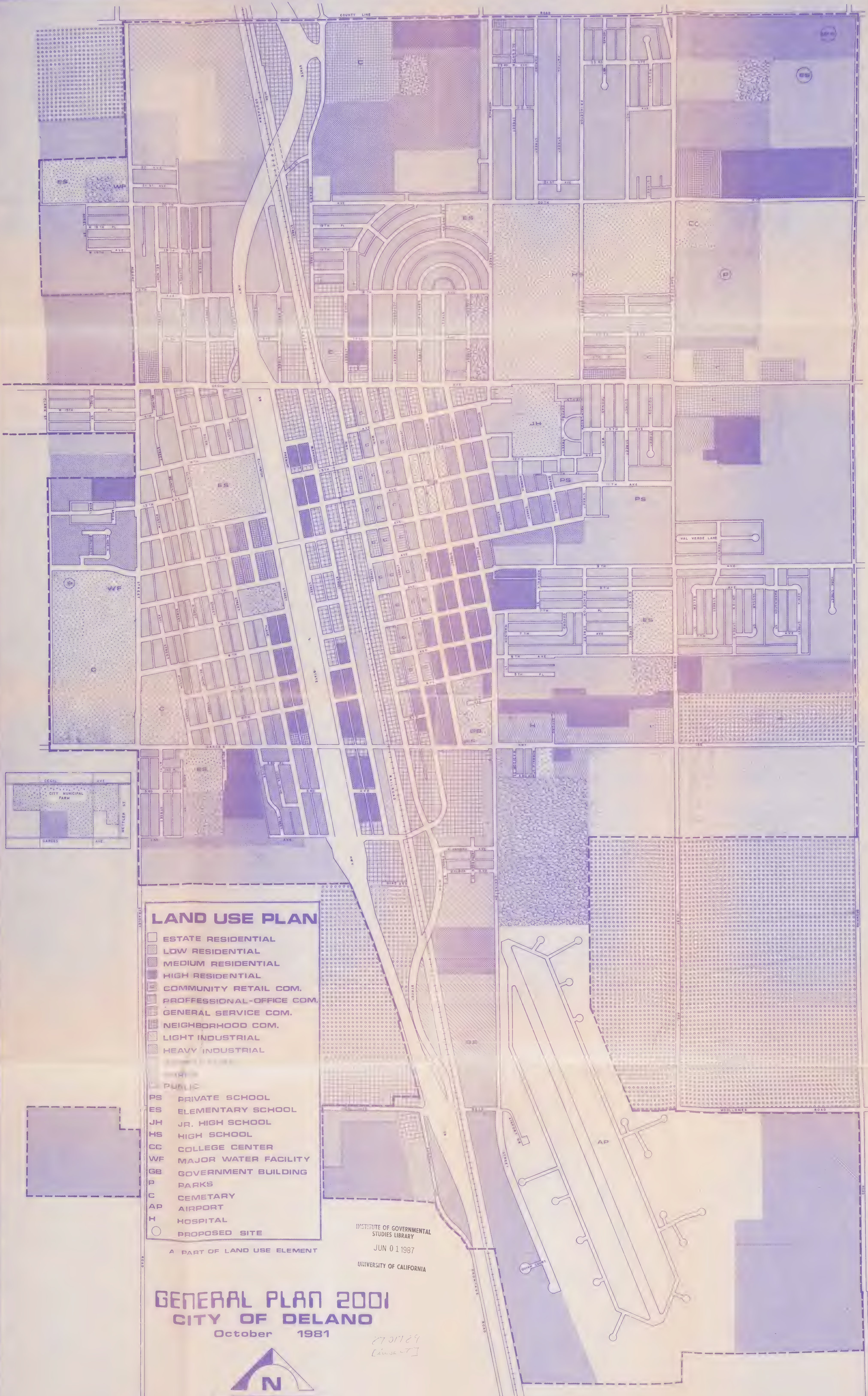
INSTITUTE OF GOVERNMENT
STUDIES LIBRARY

Jack
Institute
University
109 Moscone
Berkeley

GENERAL PL
TY

GOVERNOR'S OFFICE
SACRAMENTO, CALIFORNIA 95814

FIRST CLASS



LAND USE PLAN

- ESTATE RESIDENTIAL
- LOW RESIDENTIAL
- MEDIUM RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY RETAIL COM.
- PROFESSIONAL-OFFICE COM.
- GENERAL SERVICE COM.
- NEIGHBORHOOD COM.
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

- PS PRIVATE SCHOOL
- ES ELEMENTARY SCHOOL
- JH JR. HIGH SCHOOL
- HS HIGH SCHOOL
- CC COLLEGE CENTER
- WF MAJOR WATER FACILITY
- GB GOVERNMENT BUILDING
- P PARKS
- C CEMETARY
- AP AIRPORT
- H HOSPITAL
- PROPOSED SITE

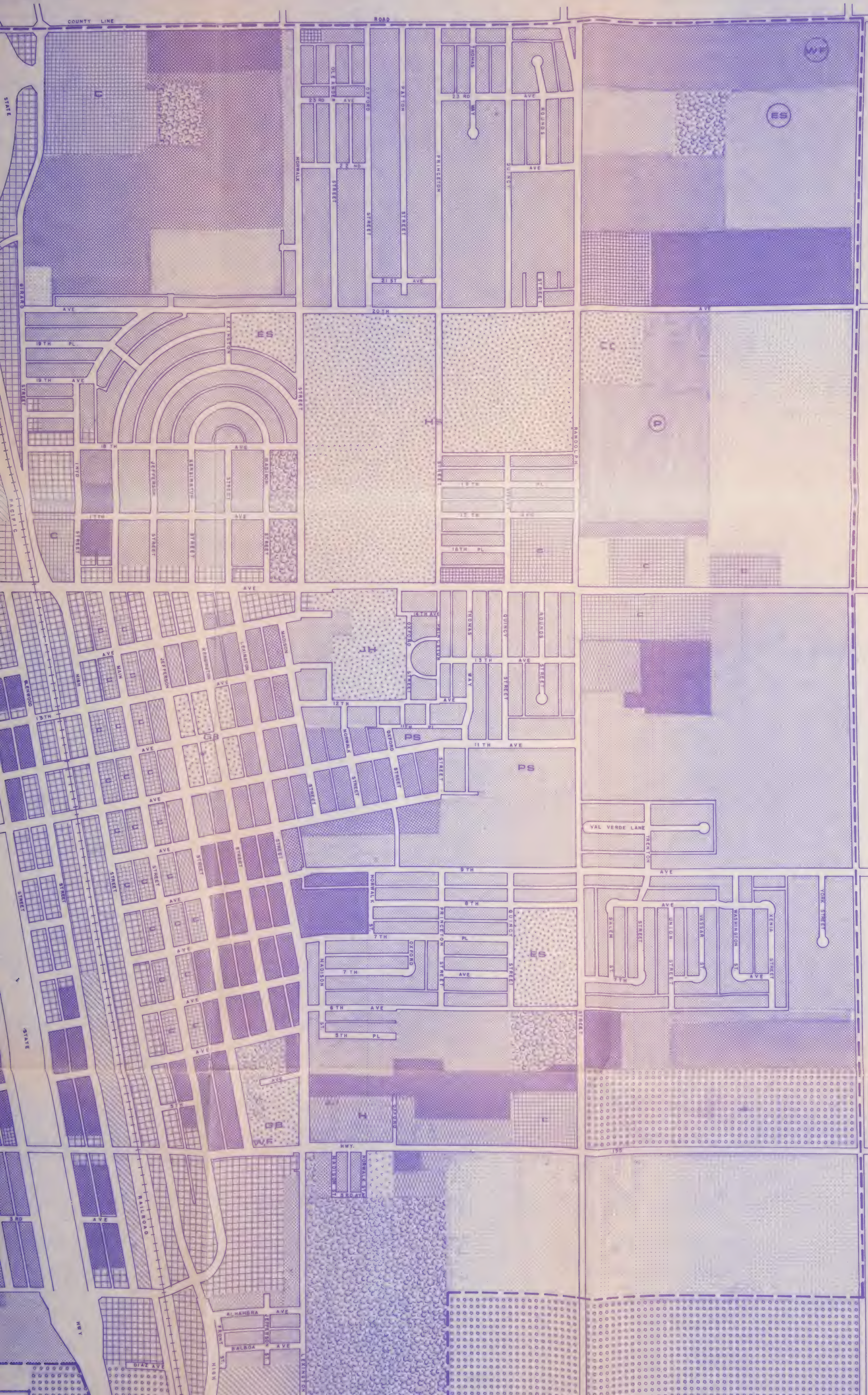
A PART OF LAND USE ELEMENT

GENERAL PLAN 2001 CITY OF DELANO October 1981



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY
JUN 01 1987
UNIVERSITY OF CALIFORNIA

2707189
[initials]





PLAN
IAL
TIAL
IL COM.
FFICE COM.
COM.
OM.

SCHOOL
SCHOOL
ER
FACILITY
BUILDING

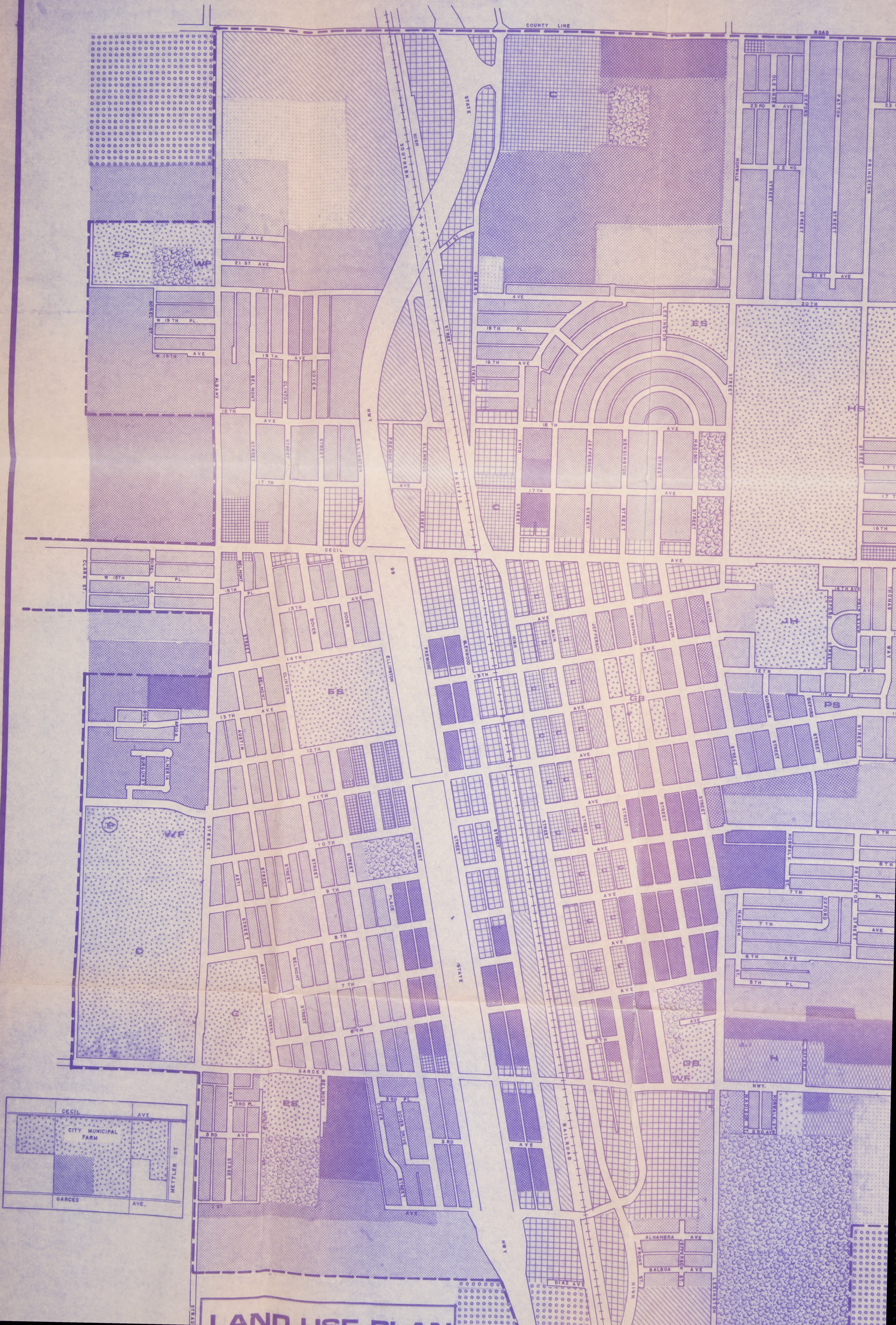
SE ELEMENT

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY
JUN 01 1987
UNIVERSITY OF CALIFORNIA

PLAN 2001
DELANO
1981

8701789
[insert]







LAND USE PLAN

- ESTATE RESIDENTIAL
- LOW RESIDENTIAL
- MEDIUM RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY RETAIL COM.
- PROFESSIONAL-OFFICE COM.
- GENERAL SERVICE COM.
- NEIGHBORHOOD COM.
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- AGRICULTURE
- PARKS
- PUBLIC
- PS PRIVATE SCHOOL
- ES ELEMENTARY SCHOOL
- JH JR. HIGH SCHOOL
- HS HIGH SCHOOL
- CC COLLEGE CENTER
- WF MAJOR WATER FACILITY
- GB GOVERNMENT BUILDING
- P PARKS
- C CEMETARY
- AP AIRPORT
- H HOSPITAL
- PROPOSED SITE

A PART OF LAND USE ELEMENT

GENERAL PLAN 2001 CITY OF DELANO

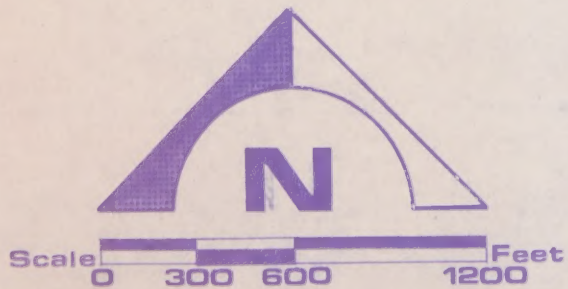
October 1981

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUN 01 1987

UNIVERSITY OF CALIFORNIA

87 01789
[insert]



U.C. BERKELEY LIBRARIES



C124890516

Jack
Institute
University
109 Moscone
Berkeley

GOVERNOR'S OFFICE
SACRAMENTO, CALIFORNIA 95814

FIRST CLASS

